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SURVEY OF ABANDONED HULKS AND DERELICTS LOCATED ON TIDELANDS
WITHIN THE CITIES OF OAKLAND AND ALAMEDA.

BY

RAEBURN P. POWELL

LT. (JG) U. S. NAVY, RETIRED.
SALVAGE ENGINEER IN CHARGE
SERA HULK SURVEY.

GHOSTLY SHIPS ORDERED RAZED

Graveyard of the Sea to Be
Cleared of Once-Glam-
orous Hulks

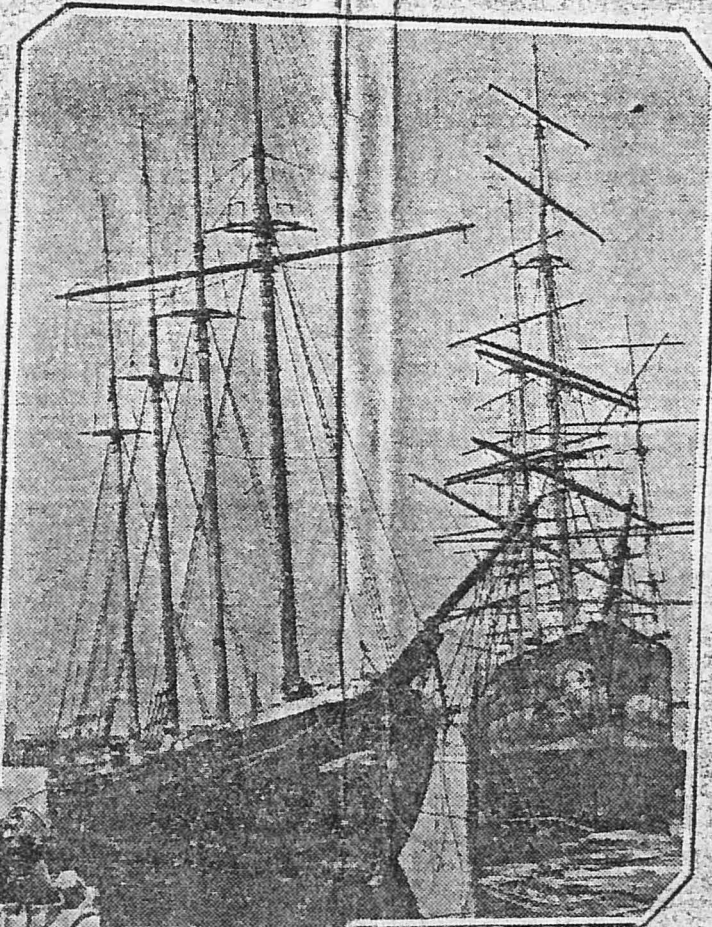
A menace to navigation!

They sailed the Seven Seas once. Mighty proud ships, too. They fought wars and fostered mutinies, carried the commerce of the world—brave men, yes, and even pirates.

Now they lie splintered and spent. A rag of canvas slaps a hearty side here and there. Gaunt spars thumb good ships' noses at the heavens.

And they must go. A menace to navigation, these 70 hulks. So say the new ordinances of the Port of Oakland and the city of Alameda.

Practical R. B. Powell, salvage engineer working with SERA and port



Ex-queens of the seven seas, the schooner Commerce and full-rigged Dunsyre.



CAPT. E. E. JEREMIAH. He aids in destruction of the ghost fleet of the Estuary.

Weathered figurehead beneath the bowsprit of the James Rolph, once owned by the former mayors.

authorities, has just completed a survey of the estuary, and doomed the old ships.

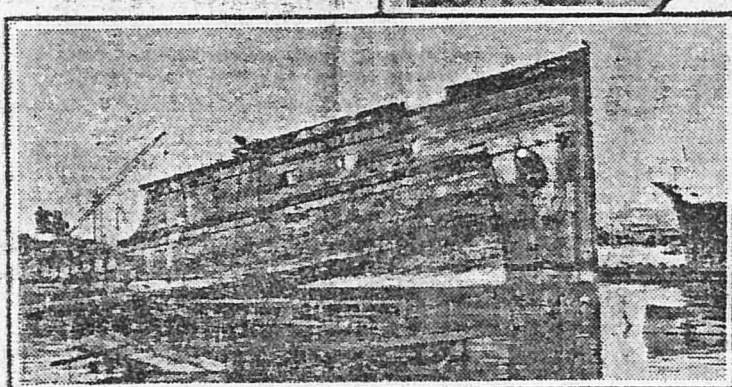
Once the haven of the whaling fleet, and tall-sparred ships, the estuary shore line became the graveyard of the Seven Seas. Here storm-wracked hulks were beached, bleached and forgotten.

At night, grizzled watchmen, many of them, derelicts of the sea, kept lonely vigils on these craft. They huddled over flickering fires in rust-incrusted stoves, puffing dreamily at their pipes, cursing their rheumatic limbs as fog swirled about them.

The deep silence was broken only by the wind, which sighed in the frayed rigging. Blocks creaked monotonously. Black waters slapped against the blistered hulks. That was all.

The epitaphs are few in this graveyard of ships.

The report of J. G. Bastow, assist-



The prow, all that is left above high water of the wrecked steam schooner Westerner.

ant port engineer of Oakland, bristles with such paragraphs as:

"Name of vessel unknown. Remains of old hull resting on mud. Nothing left but ribs and portion of

deck. Nothing above high-water line."

Yet in their day these ships rolled down to Rio, their sails billowing in the breeze. On this one a young

Vessels That Once Echoed to
Sounds of War Lie in
East Bay

captain took his bride on their honeymoon voyage. In dingy fo'c'sles, burly men sang lustily or plotted mutiny sullenly. Dank, rat-infested holds, once-smelled sweetly of spices and were jammed with cargo.

The desolate Rufus Wood will go. It is haunted, say, ark-dwellers along the shore. Perhaps the ghost crew, which on rainy, windswept nights, clomped along the decks in glistening oilskins, will finally waft away, now that she is to be dismantled. It was this gaunt, sightless crew, it is said, that mournfully sang sea chanties as they trudged about a creaking windlass. Rain spattered against their pasty-white faces, lashed their bony fingers, but they only tramped slowly about the windlass—singing eerily, indifferent to the elements.

Charred remnants of the bark Hesper must go, too. Three decades ago she was swishing through blue Pacific seas when m. in oke out. The captain's wife had overheard the conspiracy of the crew, led by a sailor named St. Clair.

Revolt Is Broken

Bronzed, lithe Capt. Sodergren jammed a gun in his belt. In the ship's safe was \$20,000 in silver. The captain, his wife and the officers barricaded themselves. They trapped St. Clair, clapped him in irons, spiked the mutiny. After a trial in San Francisco, St. Clair was sentenced to be hanged.

"Name said to be Violet," says Mr. Bastow's report on another hulk. "No ship is registered under that name, though. Ship taken by pirates from opposite Crowley's Oakland shipyard. Pirates unable to keep it afloat. Only the bow is now in sight."

Raiders of the night, in recent times have played havoc with the lonely watchmen. Marauders have stripped the vessels of everything portable. Brasswork, portholes, door-knobs, name-plates, running gear, panelwork in the officers' quarters—all have disappeared over the side into waiting dingies.

A rust-stained "James Rolph" on the name-plate of a weathered white hull awaits the final work of the wreckers.

Gun Runner Must Go

Already torches are being applied to the old steamer Edna, ship of many flags and aliases. During the war she was sought by sleek destroyers of four nations. It was said she ran coal and supplies to the ship-sinking German squadron in the Pacific; that she ran munitions and materials for the planned revolt of the natives of India; that in her more quiet moments she dabbled in Mexican revolutions. Then she became a respectable and settled down to become a drab cargo carrier.

Glamour? Romance? To Capt. E. E. Jeremiah, who is helping dismantle the lost fleet, hulks are "just a menace to ships."

"And that's that," he says emphatically.

WEATHER—Fair tonight and Sunday. Temperature yesterday max. 53, min. 40. Rainfall last 24 hours .00; seasonal 22.08; normal 15.16; last year to date 7.97.

THE POST-ENQUIRER

WOMAN'S PAGE, including special features of interest to feminine readers, late fashions, Aunt Elsie, society and drama in this section of The Post-Enquirer.

Telephone Lakeside 2600

OAKLAND, CALIFORNIA, SATURDAY, FEBRUARY 13, 1932

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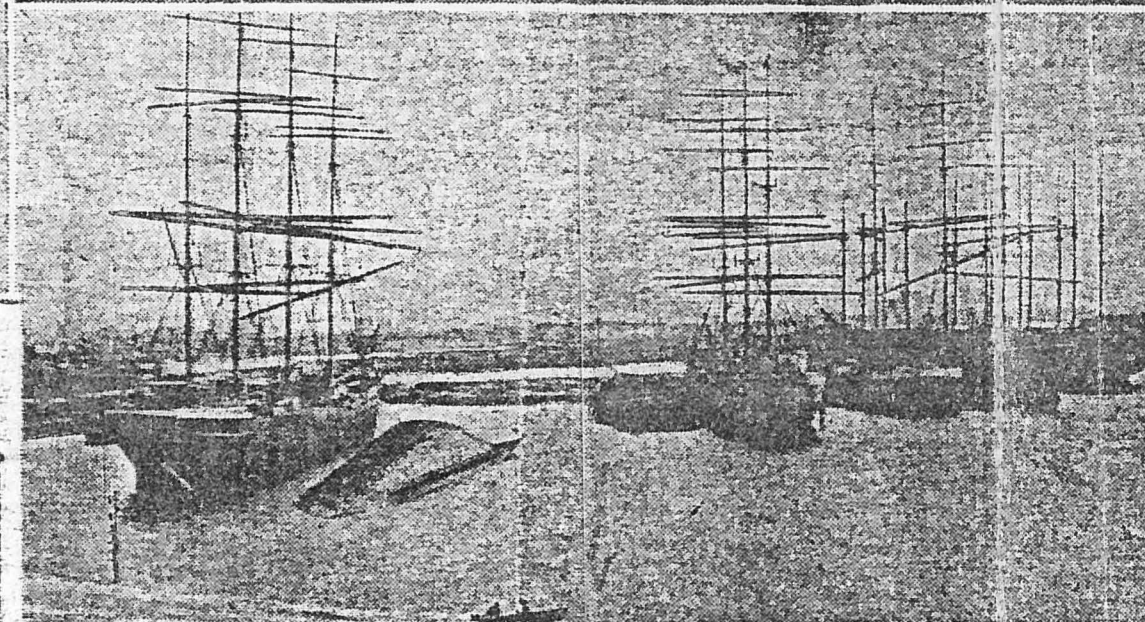
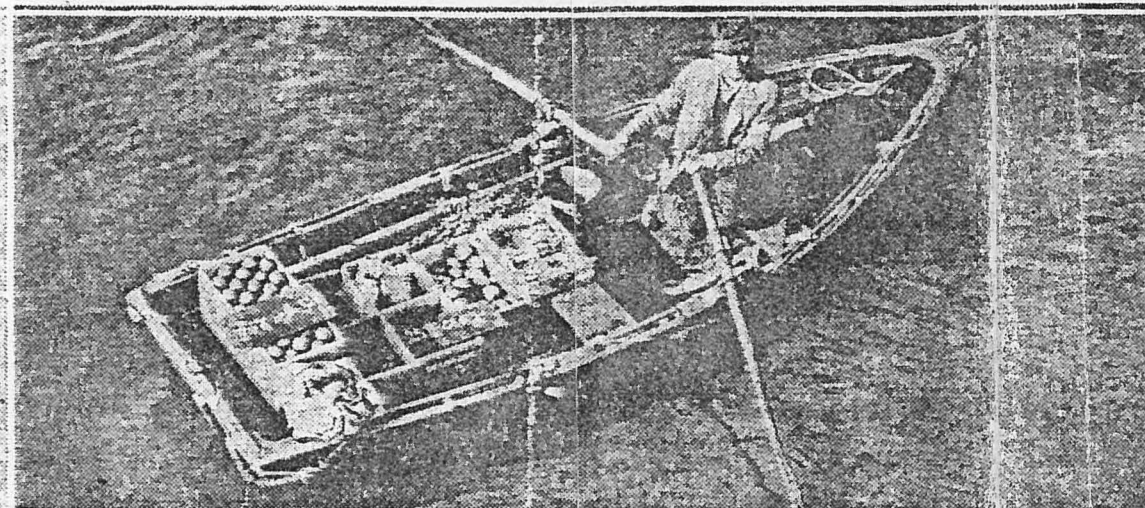
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OAKLAND HARBOR BOASTS SARGASSO SEA

Three of the Old Guard Who Never Gave Up the Ship



CAPT. H. R. FREDERICKSON of the schooner Commerce, who formerly lived aboard the Philippine but was forced to move next door—er, that is—next ship, when she was sold.



CAPTAIN ALBO A. DAEWERITZ of the schooner Forester and the dog "Texas," who hates the shore worse than he hates cats. The Forester never knew another skipper than Daeweritz.

CAPT. FRED. ERICKSON sailed the seas for 50 years.

AT TOP the "bumboat" man, Max Lang, the first on the Pacific coast to ply this strange trade, perhaps the first in America. He wanders afar by day but he always

comes home to Oakland's Sargasso sea at night. Below, the sea of forgotten ships, where four men and a dog hold out against the age of steam and electricity to live among beloved relics of the sailing age.

Photos by Post-Enquirer staff photographer.

12 FORGOTTEN SHIPS FORM STRANGE COLONY

Four Men and a Dog Spurn Shore for Life Among Beloved Hulks

By H. R. Hill

Into the Port of Forgotten Ships sailed the bumboat man, and the population rose to four men and a dog.

One ship sailed from the strange port, and this was front page news. Another, ending a half-century of adventure, turned turtle and sank, but the splash was only echoed in the records of exasperated war department engineers.

A little world in itself is the Port of Forgotten Ships, bounded on the east by the mud flats of Government island and elsewhere by Oakland estuary. Forgotten ships in official government records, which today bore the stamp "For Immediate Attention." Populated by a crew of hardy mariners who, literally, refuse to give up the ship; and by a dog, "Texas."

copy

THE
SCHOONER
THAT CAME
HOME

THE FINAL

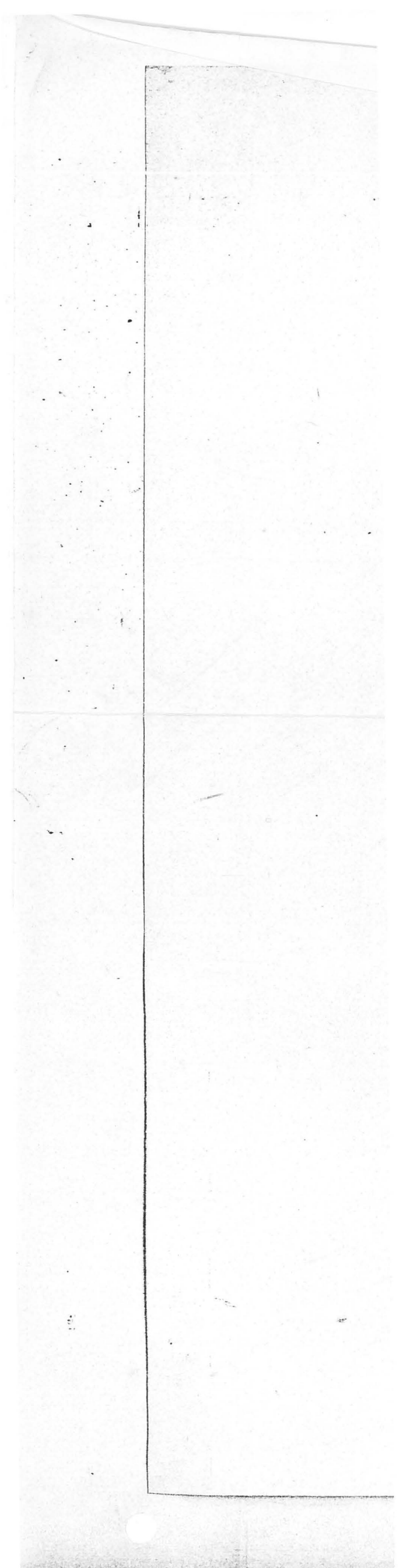
VOYAGE OF THE C.A. THAYER

By HARLAN TROTT

CORNELL MARITIME PRESS

Cambridge, Maryland

1958



FILE 100 P.C. affa
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R. A. LEE
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BOARD OF PORT COMMISSIONERS
OF THE

PORT OF OAKLAND

GROVE ST. PIER
OAKLAND, CALIFORNIA

PORT MANAGER AND
CHIEF ENGINEER
A. H. ABEL
ATTORNEY
MARKELL C. BAER

Nov. 26
1934

BOARD OF PORT COMMISSIONERS
OF THE PORT OF OAKLAND.

Gentlemen:

I am transmitting herewith report on "Survey of Abandoned Hulks and Derelicts Located on Tidelands within the Cities of Oakland and Alameda."

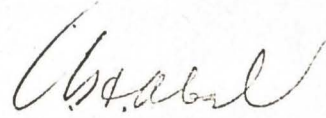
This report is a detailed description of all existing hulks and derelicts and of inoperative vessels likely to become derelicts located within the limits of the Cities of Oakland and Alameda, together with details as to methods of removal, estimates of cost of removal, and probable salvage value.

The survey was undertaken as a State Emergency Relief Administration project under the sponsorship of the Board and was carried out under the supervision of the Port's Engineering Department.

The costs of the survey, other than the labor furnished by the S.E.R.A. was borne jointly by the Port and the City of Alameda, the City of Alameda contributing \$200.00.

The survey was undertaken to obtain information preliminary to the submitting of a work project to the State Emergency Relief Administration for the actual removal of the hulks and derelicts, should such a project prove desirable.

Respectfully submitted,

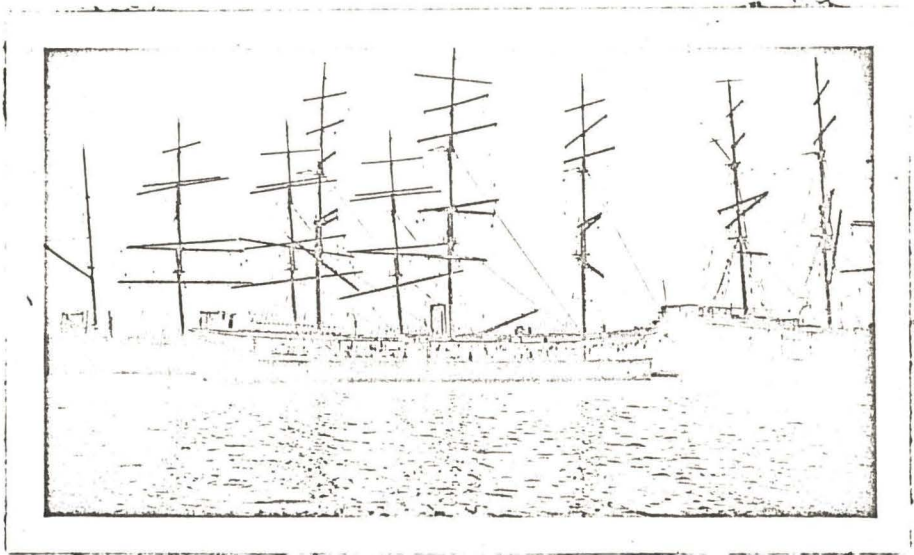


A. H. ABEL,
PORT MANAGER

Board of Port Commissioners Meeting
Action
NOV 26 1934
A. H. Abel Secy.
PORT OF OAKLAND

Q. 54

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PORT OF OAKLAND

BOARD OF PORT COMMISSIONERS

GENERAL OFFICES: GROVE ST. PIER
OAKLAND, CALIFORNIA

December 14, 1934.

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LEROY R. GOODRICH

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DR. GEORGE C. PARDEE

A. H. ABEL, Port Manager

Chief Engineer and Secretary

MARKELL C. BAER, Attorney

Mr. A.H. Abel, Port Manager
Port of Oakland,
Oakland, California.

Gentlemen:

I am pleased to submit herewith a complete and detailed report on the survey of all derelict and abandoned hulks in the tide land water of the City of Oakland and the City of Alameda, together with detailed recommendations as to the disposition of each, and general recommendations as to the most feasible and economical method of handling these hulks.

It is recommended that the removal of these hulks be undertaken jointly by the Port of Oakland and the City of Alameda, the expense of the undertaking to be assumed jointly and the profits to be shared proportionately.

It is recommended that the work be carried out under the supervision of a Salvage Engineer to be appointed by the respective cities. In this connection it is recommended that an Assistant be provided to carry on all work in the event the Salvage Engineer in charge is incapacitated for any reason.

It is further recommended that certain equipment be provided either through purchase or lease as individually recommended in the equipment list as hereinafter provided.

It is also recommended that to facilitate operations the west end of Government Island be established as a field headquarters, the SS JANE TETTERTON being made the operating field office, as per recommendation on Page 56 and letter on page 87.

It is further recommended that a salvage wharf be built on the DAISY FREMONT to facilitate the handling of salvage supplies and materials. planking for this wharf to be taken from the SS NORTHLAND in the Outer Harbor and to be laid across the gunwales of the DAISY FREMONT.

It is further recommended that the road on Government Island from the Causeway to the west end where the SS JANE TETTERTON is lying be recut and graded to permit its use by truck and cars. (See page 3).

It is further recommended that this work be undertaken at the earliest possible opportunity in view of the fact that it is proposed to use SERA labor and the SERA is a Government Agency of temporary existence. In fact in planning the removal of these derelicts and abandoned hulks it is proposed to carry on as many operations simultaneously as is possible, as it is highly problematical how long SERA labor will be available.

The following is a detailed account of estimated costs.

<u>RENTAL</u>	
Tug for 6 Months .	\$1800.00
Barges	1005.00
Diving Equipment, Complete	180.00
Dredger, \$25.00 a day - 30 days	<u>750.00</u> \$3735.00

<u>COST OF SUPPLIES</u>	
Dynamite	546.00
Acetylene	2000.00
Oxygen	6400.00
Gas and Oil	375.00
Crank Case Oil	82.50
Oakum	312.50
Lead	30.00
Paint	75.00
Spikes	<u>3.50</u> \$9825.00

<u>COST OF EQUIPMENT</u>	
Equipment to be purchased	1465.00

<u>SUPERVISION</u>			
Salvage Engineer, \$250.00 Mo.	6 Mo	\$1500.00	
Salvage Engineer Assistant	150.00 Mo.	6 Mo	900.00
Tug Operator	175.00 Mo.	6 Mo	1050.00
Total-----			3450.00
			<u>18,495.00</u>
Estimated Salvage Value	\$19,785.00		
Total Cost	<u>18,495.00</u>		
Net Profit	1,290.00		

The following is a general summary of the financial aspect of the project:

Rental of equipment	\$3735.00
Expendable Supplies	9825.00
Equipment to be purchased	1485.00
Supervision and operating costs	<u>3450.00</u> \$18,495.00

Against this, estimated salvage value is \$19,785.00. Supplies listed are those definitely expendable and cannot be recovered. The equipment to be purchased will have some resale value upon the completion of the project. This possible recovery of some of the expenses above listed has not been included in the expected revenues.

It cannot be pretended that it has been possible to foresee all the needs and contingencies to be met in undertaking this operation, and a certain amount of freedom of judgment must be left to the Engineer in charge. However, everything that could be foreseen has been estimated.

Estimates of costs have been made higher than it is believed will be necessary. Estimates of Salvage Value have also been made lower than is believed proper. In this way an effort has been made to insure the Port of Oakland, and the City of Alameda against any unnecessary costs on this project.

It must be borne in mind that a majority of the cost prices and the equipment to be purchased will have a salvage value through sale, hereby probably reducing it, to at least one-half its purchase cost.

The estimated salvage value has been arrived at after consultation with recognized and experienced salvage dealers, such as A. Bercovich Co., Learner & Rosenthal, Fred Neuman, Etc. Copies of letters from various scrap dealers, quoting market prices on scrap are attached to this report. The estimated value of the salvage to be obtained was based on \$7.00 per gross ton for plate scrap such as will be taken from the ARIZONA, ROOT, and such steel hulls, and \$5.00 per gross ton for miscellaneous steel, such as bolts, tie bars, etc., taken from Wooden Hulls, which are to be burned.

The following is an estimated distribution of the cost of supplies, supervision and other costs, between the cities of Oakland and Alameda.

OAKLAND

Gross Salvage \$12,110.00

<u>COSTS</u>	
Cost of Supplies	\$6,500.00
Equipment costs	740.00
Equipment rental	1,865.00
Supervision.	1,725.00
Total estimated costs-----	<u>\$10,830.00</u>
Estimated Net Profit-----	<u>\$1,280.00</u>

ALAMEDA

Gross Salvage

\$7,675.00

COSTS

Cost of Supplies \$3,325.00

Equipment Cost 745.00

Supervision 1,725.00

Rental of Equipment 1,870.00

Total Costs ----- \$7,665.00

\$7,665.00

Total estimated net profit-----\$ 10.00

It is suggested that the Port of Oakland and the City of Alameda each appropriate a fund sufficient to inaugurate this work. This fund is to be reimbursed to the Port of Oakland, and the City of Alameda out of the salvage returns of the various hulks wrecked on their property.

Following is an estimate of the man Hour Personnel which will be required from SERA to carry through the foregoing project:

	<u>HOURS</u>
Carpenters	1254
Gas Engineer	1146
Rigger	5016
Common Labor	78828
Acetylene Burners	9696
Chippers	5520
Acetylene Helpers	1200
Assistant Riggers	552
Common Labor (Burning)	4176
Hoist Men	1260
Gas Engineer for Pump	192
Electrician	60
Caulkers	1080
Watchman	<u>8640</u>
Total-----	118,620 Hours.

The estimated net profit of \$1290.50 noted on page 2 is believed to be extremely conservative and it is the writer's belief in the light of certain developments now in progress that this net profit will be materially increased.

Trusting that the foregoing meets with your satisfaction,
I am.

Very truly yours,

Raeburn P. Powell
RAEBURN P. POWELL
LT. (Jg) U.S. Navy, Retired.
Salvage Engineer in charge
SERA Hulk Survey.

EQUIPMENT TO BE PURCHASED.

1	5-Ton all steel hand hose	\$75.00	\$75.00
2000	Ft 1" Diz. Manila rope	15.25cwt	91.50
6	Pairs blocks for tackles for 1" line single 8" dbl 8"	3.65 pr	21.90
6	snatch blocks for 1" line	3.25 ea	19.50
12	Thimble for 1" line	.15 ea	1.80
500	feet 2" line	.16 $\frac{1}{2}$ ft.	82.50
200	Feet air hose (15 $\frac{1}{2}$ per ft if couplings desired)	1.75 pr	30.00
1	Keg 5" wire nails	3.70 ea	3.70
2	Hack saws for 12" blades, pistol grip	.75 ea	1.50
2	Doz 1" high speed hack saw blades	2.87 dz	5.74
2	Chain hoists, 5 Ton capacity triple	95.00 ea	190.00
2	Blocks, roller bearing, 1" for tackle	1.90 ea	3.80
4	Jack screws, 20 Ton capacity 2 $\frac{1}{2}$ x 8	4.50 ea	18.00
5	Gallons red lead	1.90 gal	9.50
4	7 ft. Boat hooks	1.65 gal	6.60
500	feet 5/8" wire cable (all used 5¢ ft)	.05 ft	25.00
1	Doz 7/8" wire clamps galv. (Black 25¢)	.32 ea	3.84
24	2" screw shackles	10.50 ea	252.00
1	Machinist vise, 6" jaws	22.50 ea	22.50
2	Electric cargo lights	4.00 ea	8.00
1	Grinding wheel, sandstone 8" wheel with motor	7.50	7.50
6	14" pipe poles	3.75 ea	22.50
2	Balls, Marline seizing	.25 ea	.50
6	2" Rope thimbles	1.40 ea	8.40
2	Air Hammers, chipping	17.50 ea	35.00
1/2	Doz chisels, cape for air hammer	.45 ea	2.70
1/2	" " flat for air hammer	.45 ea	2.70
1	Doz Hammers, chipping	.42 ea	5.04
1	" Scrapers	.25 ea	3.00
1	Doz Carpenters braces	1.35 ea	16.20
2	1" Bits for wood	.70 ea	1.40
4	15# Grapling hooks	5.00 ea	20.00
2	Hatchets, hand med. weight. new	1.50 ea	3.00
1000	feet #14 2" Conductor firing cable	17.50 ft	175.00
1	Reel for firing cable	5.00	5.00
200	Feet connecting wire	5.00	5.00
1	Doz Rolls electric tape	.20 ea	2.40
25	Yds Bunting 24" Wide Red	.15 yd	3.75
2	Air drills machine for 1 1/4" shank up to 1 3/4" drill	35.00 ea	70.00
3	1 1/4" Bits for wood, for air drill	.80 ea	2.40
2	Pliers for crimping	1.00 ea	2.00
10	Gal. tallow	.10 lb	1.00
5	# Twine	.48 lb	2.40
1/2	Gal Paint. Red quick drying	1.60	1.60
1/2	" " white quick drying	1.50	1.50
1/2	Doz paint brushes 2"	4.12 dz	2.06
1/2	" " " 3"	7.45 dz	3.73
1	Hercules Galvanometer	15.00	15.00
2	Marlin spikes 12"	1.35 ea	2.70
3	Palms, sailmaker	.40 ea	1.20
1	Doz Sailmakers needles	.35 dz	.35
4	reconditioned guaranteed burning torches each equipped, 2 brand new tips and 1 set guages for oxygen and acetylene, price per set	46.85	187.40

S.E.R.A. EQUIPMENT TO BE BORROWED.

1	Doz	Axes
4		Blacksmith sledges
2	Doz	One-man saws 4 ft. blade.
2	"	Wrecking bars 5 ft. long.
2	"	Crow bars, 5 ft. long
1/2	"	Wrecking bars 3/4" x 30"
4		Hammers, 16 oz.
4		Carpenters hammers
1	Doz	Wheelbarrows
3	"	Miners Shovels
1	"	Rakes, 16 teeth
1	"	Pick axes
4		Timber hooks
6		Peavies.

OUTER HARBOR
PAGES 7 to 13 INCL.
PORT OF OAKLAND

1. ARIZONA:

Location: Outer Harbor
 Owner: Port of Oakland
 Description: Steel hull length 300 ft. beam 50 ft.
 hull partly cut away about 75 feet aft
 from bow shown above water

Method of Removal: Clean hull with sand pump- break up cement in bow with explosives - cut off bow by first raising it with 2 -60 foot barges, similar to raising #13 on Government Island and #6 in Middle Harbor. Pull bow on shore by means of Caterpillar Tractor. Raise stern with 2 additional 60 foot barges - build skidway from forward part of vessel onto beach the same as with #13 on Government Island. Cut off all steel above water line. Pull hull ashore on skidway with Caterpillar tractor cutting off all steel possible as she is pulled ashore. Hull to be ultimately entirely pulled on the beach and cut up for scrap iron.

Number of Men - Hours:	(Men)	(Hrs)
Explosive Engineer and		
2 powder men	3	72
Carpenter	1	8
Gas Engineer	1	8
Tractor Operator	1	40
Rigger	1	40
Labor	20	200
Acetylene burners	4	800
Chippers	4	120
Helpers	4	200
Divers and assistant	2	16
	<u>41</u>	<u>1504</u>

Cost of Equipment:	Air compressor with air hose complete with drill, also 4-way connections for 4 days	\$50.00
	Diving equipment complete	30.00
	4 60-foot barges	200.00
	2 100 ft. 1" plow cable	2.00
	500 ft. 5/8" steel cable	5.00
	Caterpillar tractor \$15 per day for 5 days	75.00
		<u>\$362.00</u>

Cost of Supplies:	Gas and oil	10.00
	100 Tanks acetylene \$5.00 ea	500.00
	400 Tanks oxygen, \$4.00 ea	1600.00
	Explosives	30.00
		<u>\$2140.00</u>

Time required for wrecking 28 days (no burning)

Estimated salvage value \$4,000.00

2. ENCINAL:

Location: Outer Harbor
Owner: Learner & Rosenthall
Description: Length 200 ft. beam 65 ft. Old ferry boat

Method of
Removal: Learner & Rosenthall will take this boat
out upon demand.

3. TRANSIT:

Location: Outer Harbor
Owner: Learner & Rosenthall
Description: Length 380 ft. beam 95 ft. Old car ferry

Method of
Removal: Learner & Rosenthall will take this boat
out upon demand.

4. PINTO:

Location: Outer Harbor.
 Owner: Port of Oakland
 Description: Old steel hull length 200 ft. beam 40 ft.

Method of Removal: Cut off all steel above low tide line and lay on beach by small barges and hoist barge. Build skidway on beach just ahead of the Northland - raise hull same as with #1, and pull toward beach with Caterpillar tractor - procedure of this vessel will be the same as with #1.

Number of Man - Hours:	(Men)	(Hrs)
Carpenter	1	8
Gas Engineer	1	8
Tractor operator	1	40
Rigger	1	40
Labor	20	200
Acetylene burners	4	800
Chippers	4	120
Helpers	4	200
Diver and assistant	2	16
	<u>38</u>	<u>1432</u>

Cost of Equipment:	Air compressor with air hose complete with drill; also 4-way connection for 4 days	\$50.00
	Diving equipment complete	30.00
	4 60-foot barge, \$5 per day ea. for 5 days	100.00
	2 100-foot plow steel cables 1"	2.00
	500 ft. 5/8" steel cable	5.00
	Caterpillar tractor \$15.00 per day for 5 days	75.00
		<u>\$262.00</u>

Cost of Supplies:	Gas and oil	10.00
	100 Tanks acetylene, \$5.00 ea	500.00
	400 Tanks oxygen, \$4.00 ea.	1600.00
		<u>\$2110.00</u>

Time required for wrecking 20 days
 " " " burning 0
 Total .. 20 days

Estimated salvage value \$3,000.00

5. NORTHLAND:

Location: Outer Harbor
 Owner: Port of Oakland
 Description: Length 250 ft. beam 60 ft. wooden steam schooner - stove in just abaft of port bow

Method of Removal: Strip deck of timbers - timbers to be used for planking on salvage dock - wreck hull above low tide line with one man saws and wrecking bars - lighter hull toward beach and dynamite in sections - pull sections on beach - saturate with 500 gallons of old crank case oil and burn for scrap iron. Scrap iron to be sold at the market value.

Number of Man Hours:		(Men(	(Hrs)
	Explosive engineer and		
	2 powder men	3	96
	Carpenter	1	16
	Rigger	1	120
	Assistant Rigger	1	120
	Labor	40	4700
	Labor -burning	4	32
		<u>50</u>	<u>5084</u>

Cost of Equipment:

Hoist barge \$15.00 per day - for four days	\$60.00
60-foot cargo barge \$20.00 per day -four days	80.00
Air compressor with air hose complete, \$10.00 per day, 2 days	20.00
1 Doz. saws 50¢ ea 10 days	60.00
1 Doz. Axes, 25¢ ea 10 days	30.00
	<u>\$250.00</u>

Cost of Supplies:	Explosives	42.88
	Gas and oil	10.00
	Crank case oil - 500 gallons	10.00
		<u>\$62.88</u>

Time required for wrecking 20 days
 " " " burning 2 "
 Total...22 Days

Estimated salvage value \$500.00

6. WOOD BARGE:

Location: Outer Harbor
 Owner: Unknown
 Description: Length 15 ft. beam 8 ft. Wood barge
 Method of Removal: This boat has already been removed.

7. WOOD BARGE:

Location: Outer Harbor
 Owner: Osborn & Bornholdt
 Description: Wood barge, approximate length 110 ft. beam 40 ft., cabin at one end.

Method of Removal: Negotiations have been entered into with the owners whereby the use of the barge may be had during this hulk removal operation in return for our reconditioning the barge.

Number of Men - Hours:

	(Men)	(Hrs)
Rigger	1	24
Caulkers	5	120
Carpenter	2	48
Labor	10	240
	<u>18</u>	<u>432</u>

Cost of Equipment:

5 Caulking chisel, 25 ea for 3 days	\$ 3.75
5 Wood mallets, 25¢ ea for days (3)	3.75
Tug - 1 day	25.00
	<u>\$32.50</u>

Cost of Supplies:

5 Bales oakum, \$12.50 Cwt	62.50
100# White lead \$10.00 "	10.00
	<u>\$72.50</u>

8. WOOD BARGE:

Location: Outer Harbor
 Owner: Unknown
 Description: Length 24 ft. beam 12 ft. wood barge, lying on beach.

Method of Removal: To be wrecked by wrecking crew with hand saws and wrecking bars. Fragments to be laid on the beach and burned for scrap iron. Scrap iron to be sold at the market value.

Number of Men - Hours:		(Men)	(Hrs)
	Rigger	1	16
	Laborers	6	96
	Laborers (burning)	2	32
		9	144

Cost of equipment:	1/2 Doz. Saws 50¢ ea. 2 days	\$6.00
	1/2 " wrecking bars 25¢ ea. for 2 days	<u>3.00</u>
		\$9.00

Cost of Supplies:	Crank case oil 50 gallons	\$1.00
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Time required for wrecking	2 days
" " " burning	<u>2 "</u>
Total ...	4 Days

Estimated salvage value \$5.00

9. BARGE HELEN:

Location: . Outer Harbor
Owner: Osborn & Bornholdt
Description: Wood barge, length 80 feet, beam 20 feet.

Method of
Removal: This vessel will be removed by the owners
upon demand.

MIDDLE HARBOR
PAGES 14 to 19 INCL.

PORT OF OAKLAND

1. NAME UNKNOWN:

Chart 2-7

Location: Middle Harbor
 Owner: Unknown
 Description: Wooden tug - length 70 feet, beam 20 feet,
 on beach, hull half buried in mud.

Method of Removal: Wrecking crew to wreck superstructure and hull above low tide line with wrecking bars and one-man saws. Lower hull to be lifted by derrick barge to beach and dynamited in sections - sections to be hauled on beach, saturated with 100 gallons of crank case oil and burned for scrap iron. Scrap iron to be sold at the market value.

Number of Man Hours:	(Men)	(Hrs)
Rigger	1	16
Labor	10	160
Explosive Engineer and 2 powder men	3	24
Carpenter	1	8
Labor for burning	2	32
	<u>17</u>	<u>240</u>

Cost of Equipment:	Derrick barge 1 day	\$ 25.00
	Air compressor with air hose comp. at \$10.00 per day, 1 day	10.00
	10 One-man saws at 50¢ ea per day, 2 days	10.00
	12 Wrecking bars at 25¢ ea per day, 2 days	6.00
		<u>\$51.00</u>

Cost of Supplies:	Crank case oil - 100 gallons	\$ 2.00
	Explosives	12.00
		<u>\$14.00</u>

Time required for wrecking	3 days
" " burning	2 "
Total...	<u>5 days</u>

Estimated salvage value \$100.00

2. NAME UNKNOWN:

Chart 2-7

Location: Middle Harbor.
Owner: Unknown
Description: Wood barge, length 35 feet, beam 15 feet.

Method of Removal: To be broken up by wrecking crew with wrecking bars and saws. Fragments laid on beach to dry for reasonable time then saturated with crank case oil and burned for scrap iron. Scrap iron to be sold at the market value.

Number of Man Hours:	(Men)	(Hrs)
Rigger	1	8
Labor	10	80
Labor for burning	2	32
	<u>13</u>	<u>120</u>

Cost of Equipment:	6 One-man saws at 50¢ per day for 1 day	\$ 3.00
	6 Wrecking bars at 25¢ ea per day for 1 day	<u>1.50</u>
		<u>\$4.50</u>

Cost of Supplies	Crank case oil - 50 gallons	\$1.00
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Time required for wrecking	1 day
" " burning	2 days
Total...	<u>3 days</u>

Estimated salvage value \$5.00

3. NAME UNKNOWN:

Chart 2-7

Location: Middle Harbor.
Owner: Unknown.
Description: Length 35 feet, beam 15 feet, wood barge.

Method of
Removal: To be broken up by wrecking crew with
wrecking bars and saws. Fragments laid on
beach to dry for reasonable time then
saturated with crank case oil and burned
for scrap iron. Scrap iron to be sold at
the market value.

Number of Man Hours:	(Men)	(Hrs)
Rigger	1	8
Labor	10	80
Labor for burning	2	32
	<u>13</u>	<u>120</u>

Cost of Equipment:	6 One-man saws at 50¢ ea per day for 1 day	\$3.00
	6 Wrecking bars at 25¢ ea per day for 1 day	<u>1.50</u>
		\$4.50

Cost of Supplies:	Crank case oil - 50 gallons	\$1.00
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Time required for wrecking	1 day
" " burning	2 days
Total...	3 days

Estimated salvage value \$5.00

4. NAME UNKNOWN:

Chart 2-7

Location: Middle Harbor.
Owner: Unknown.
Description: Length 35 feet, beam 15 feet, wood barge.

Method of Removal: To be broken up by wrecking crew with wrecking bars and saws. Fragments laid on beach to dry for reasonable time then saturated with crank case oil and burned for scrap iron. Scrap iron to be sold at the market value.

Number of Man Hours	(Men)	(Hrs)
Rigger	1	8
Labor	10	80
Labor for burning	2	32
	<u>13</u>	<u>120</u>

Cost of Equipment:	6 One-man saws at 50¢ ea per day for 1 day	\$ 3.00
	6 Wrecking bars at 25¢ ea per day for 1 day	<u>1.50</u>
		<u>\$4.50</u>

Cost of Supplies:	Crank case oil - 50 gallons	\$1.00
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Time required for wrecking	1 day
" " " burning	2 days
Total...	<u>3 days</u>

Estimated salvage value - \$5.00

5. NAME UNKNOWN:

Chart 2-7

Location: Middle Harbor.
Owner: Unknown.
Description: Wood Barge, length 35 feet, beam 15 feet.

Method of
Removal: To be broken up by wrecking crew with
wrecking bars and saws. Fragments laid on
beach to dry for reasonable time then
saturated with crank case oil and burned
for scrap iron. Scrap iron to be sold at
the market value.

Number of Man Hours:		(Men)	(Hrs)
	Rigger	1	8
	Labor	10	80
	Labor for burning	2	32
		<u>13</u>	<u>120</u>

Cost of Equipment:	6 One-man saws at 50¢ ea per day for 1 day	\$3.00
	6 Wrecking bars at 25¢ ea per day for 1 day	<u>1.50</u>
		\$4.50

Cost of Supplies:	Crank case oil - 50 gallons	\$1.00
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Time required for wrecking	1 day
" " " burning	2 days
Total	<u>3 days</u>

Estimated salvage value \$5.00

6. NAME UNKNOWN:

Location: Middle Harbor
Owner: Unknown
Description: Steel hull completely submerged except poop deck - full of sand and silt

Method of Removal: Cut away steel above low tide with acetylene torches. Place sand pump alongside and pump sand from hull - place 4 barges alongside 2 forward and 2 aft. Send diver down to pass 75 ft. chain under keel. Place 12" x 12" x 40' timber across 2 barges aft and 2 barges forward - ends of timber resting on horse jacks aboard barges. Secure ends of chains around timbers at low tide. Secure line from stern to tug. Tow toward south beach. Unhitch line from stern-rig spring to tug from bow, beach and cut off all steel above low tide line. Beach the same as #13 only using Caterpillar tractor instead of gas winch to pull hull parallel to beach at high tide - cut in sections with acetylene and beach sections. Sell for scrap iron.

Number of Men - Hours:	(Men)	(Hrs)
Rigger	1	64
Laborers	20	1280
Acetylene cutters	4	800
Hull chippers	4	960
Diver and assistant	2	16.
	<u>31</u>	<u>2120</u>

Cost of Equipment:		
Tug - 2 days		\$ 50.00
4 60 foot barges 3 days		120.00
Derrick barge 1 day		25.00
Acetylene cutters 4 days	\$4.00 ea	64.00
Air chipping hammers, \$2.00 ea. for 4 days		32.00
Air compressor with air hose complete \$10.00 ea 10 days		100.00
Diving outfit		20.00
		<u>\$411.00</u>

Cost of Supplies:		
100 tanks oxygen \$5.00 ea.		500.00
400 tanks acetylene, \$4.00 ea.		1600.00
		<u>\$2100.00</u>

Time required for wrecking 30 days

Estimated salvage value \$4200.00

INNER HARBOR
PAGES 20 to 24 INCL.
PORT OF OAKLAND

INNER HARBOR
PAGES 20 to 24 INCL.
PORT OF OAKLAND

1-A NAME UNKNOWN:

Not on chart

Location: S. P. Ferry Repair Dock - Inner Dock.
Owner: Unknown
Description: Barge, length 40 feet, beam 20 feet.

Method of Removal: To be picked up by derrick barge and laid on beach - to be broken up by wrecking crew with wrecking bars and saws - allowed to dry for a reasonable period, then saturated with 50 gallons of old crank case oil and burned for scrap iron. Scrap iron to be sold at the market value.

Number of Man Hours:		(Men)	(Hrs)
	Riggers	1	8
	Labor	10	8
	Labor for burning	2	32
		<u>13</u>	<u>48</u>

Cost of Equipment:	6 One-man saws at 50¢ ea per day for 1 day	\$ 3.00
	6 Wrecking bars at 25¢ ea per day for 1 day	<u>1.50</u>
		<u>\$4.50</u>

Cost of Supplies:	Crank case oil - 50 gallons	\$1.00
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Time required for wrecking	1 day
" " " burning	2 "
Total ..	<u>3 days</u>

Estimated salvage value \$5.00

1-B NAME UNKNOWN:

Not on chart

Location: S. P. Ferry Repair Dock - Inner Harbor
Owner: Unknown
Description: Wood Barge, length 40 feet, beam 20 feet

Method of Removal: To be picked up by derrick barge and laid on beach - to be broken up by wrecking crew with wrecking bars and saws - allowed to dry for a reasonable period, then saturated with 50 gallons of old crank case oil and burned for scrap iron. Scrap iron to be sold at the market value.

Number of Man Hours:	(Men)	(Hrs)
Rigger	1	8
Labor	10	80
Labor for burning	2	32
	<u>13</u>	<u>120</u>

Cost of Equipment:	6 One-man saws at 50¢ ea per day for 1 day	\$ 3.00
	6 Wrecking bars at 25¢ ea per day for 1 day	1.50
		<u>\$ 4.50</u>

Cost of Supplies:	Crank case oil - 50 gallons	\$ 1.00
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Time required for wrecking	1 day
" " " burning	2 "
Total ..	<u>3 days</u>

Estimated salvage value \$5.00

1-C NAME UNKNOWN:

Not on chart

Location: S. P. Ferry Repair Dock - Inner Harbor.
Owner: Unknown
Description: Stern of old river steamer - almost completely rotted away.

Method of Removal: To be picked up by derrick barge and laid on beach - to be broken up by wrecking crew with wrecking bars and saws - allowed to dry for a reasonable period, Then saturated with 50 gallons of old crank base oil and burned for scrap iron. Scrap to be sold at the market value.

Number of		(Men)	(Hrs)
Man Hours:	Rigger	1	8
	Labor	10	80
	Labor for burning	2	32
		<u>13</u>	<u>120</u>

Cost of Equipment:	6 One-man saws at 50¢ ea per day for 1 day	\$3.00
	6 Wrecking bars at 25¢ ea per day for 1 day	1.50
		<u>\$4.50</u>

Cost of Supplies:	Crank base oil - 50 gallons	\$1.00
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Time required for wrecking	1 day
" " " burning	2 "
Total	<u>3 days</u>

Estimated salvage value \$5.00

2. STAR OF ENGLAND:

Chart 3-7

Location: Private property Oakland side, Inner Harbor, near Southern Pacific Docks.

Owner: Learner & Rosenthal, Oakland.

Description: About 300 feet long, beam 50 feet.

Method of
Removal:

A watchman is being maintained on board, and as the vessel is also on private property, the city has no legal grounds for proceedings against her. It is therefore recommended that Learner & Rosenthal be simply urged to make as early a disposition as possible.

INNER HARBOR

PAGES 25 to 27 INCL.

CITY OF ALAMEDA

3. TAMALPAIS:

Chart 3-7

Location: Opposite Market Street
 Owner: Unknown
 Description: Wood hull, length 160 feet, beam 36 feet,
 bow buried in mud stern afloat.

Method of Removal: Swing stern in toward beach by Caterpillar tractor until vessel completely grounds. Pump water out with centrifugal pump. Break in sections by explosives - tow sections on beach by Caterpillar tractor - saturate with 100 gallons crank case oil and burn for scrap iron. Scrap iron to be sold at the market value. All loose scrap iron and steel bulkheads to be cut free by acetylene burner and beached by hoist barge.

Number of Man Hours:	(Men)	(Hrs.)
Explosive Engineer		
and 2 powder men	3	24
Rigger	1	24
Carpenter	1	8
Gas Engineer	1	8
Pump operator	1	8
Tractor Operator	1	24
Labor	10	240
Labor for burning	2	32
	<u>20</u>	<u>368</u>

Cost of Equipment:	1 Caterpillar Tractor	
	at \$15.00 per day -2 days	\$30.00
	1 Centrifugal pump at 40¢ per hr.	
	8 hours	3.20
	Air compressor with air hose	
	comp at \$2.00 per hr.- 8 hrs.	16.00
		<u>\$49.20</u>

Cost of Supplies:	Crank case oil - 100 gallons	2.00
	Explosives	34.56
		<u>\$36.56</u>

Time required for wrecking 5 days
 " " " burning 2 "
 total ... 7 days

Estimated salvage value \$100.00

4. WOOD BARGE:

Chart 3-7

Location: West End Inner Harbor, Alameda side, opposite
Foot of Grove Street, Oakland
Owner: Unknown
Description: Wood Barge, 40 feet long, beam 20 feet, resting
in mud.

Method of Removal: To be broken up by wrecking gang. Sections to
be towed on beach by Caterpillar Tractor, allowed
to dry for a reasonable period, then saturated
with 50 gallons crank case oil and burned for
scrap iron. Scrap iron to be sold at the market
value.

Number of Man Hours:		(Men)	(Hrs)
	Rigger	1	16
	Caterpillar Tractor operator	1	8
	Labor	20	320
	Labor, burning	2	32
		<u>24</u>	<u>376</u>

Cost of Equipment:	1 Caterpillar Tractor at \$15.00 per day for 1 day	\$15.00
	10 One-man saws at 50¢ ea per day for 2 days	10.00
	10 Wrecking bars at 25¢ ea per day for 2 days	5.00
	10 pr. Rubber boots at 25¢ per day per pr. for 2 days	5.00
		<u>\$35.00</u>

Cost of Supplies:	Crank case oil - 50 gallons	2.00
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Time required for wrecking 3 days
" " " burning 2 "
Total ... 5 Days

Estimated salvage value \$5.00

5. STERN WHEEL (No Name)

Chart 3-7

Location: West end Inner Harbor, Alameda Side, opposite
foot of Grove Street, Oakland
Owner: Unknown
Description: Stern wheel

Method of Removal: To be broken up by wrecking gang. Sections to
be towed on beach by Caterpillar tractor, allowed
to dry for a reasonable period, then saturated
with 50 gallons of crank case oil and burned for
scrap iron. Scrap iron to be sold at the market
value.

Number of Man Hours:		(Men)	(Hrs)
	Rigger	1	16
	Caterpillar Tractor operator	1	8
	Labor	20	320
	Labor for burning	2	32
		<u>24</u>	<u>376</u>

Cost of Equipment:	1 Caterpillar Tractor at \$15.00 per day for 1 day	\$15.00
	10 One-man saws at 50¢ ea per day for 2 days	10.00
	10 Wrecking bars at 25¢ ea per day for 2 days	5.00
	10 Pr. Rubber Boots at 25¢ per day per pr. for 2 days	5.00
		<u>\$35.00</u>

Cost of Supplies:	Crank case oil - 50 gallons	\$ 2.00
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Time required for wrecking	3 days
" " burning	2 days
Total...	<u>5 days</u>

Estimated salvage value \$5.00

5-A MONTEREY:

Not on chart

Location: Moore Drydock Yard - Inner Habor
Owner: Moore Drydock Company
Description: Four-masted wooden schooner.
Approximately 300 feet long.

Method of
Removal:

Mr. Moore is extremely anxious to dispose of this vessel but feels that its salvage value is too great to warrant relinquishing title to the city. He is endeavoring to dispose of it through a private firm. She is in no way abandoned nor in any way dismantled. She is lying on their property. No action can be taken.

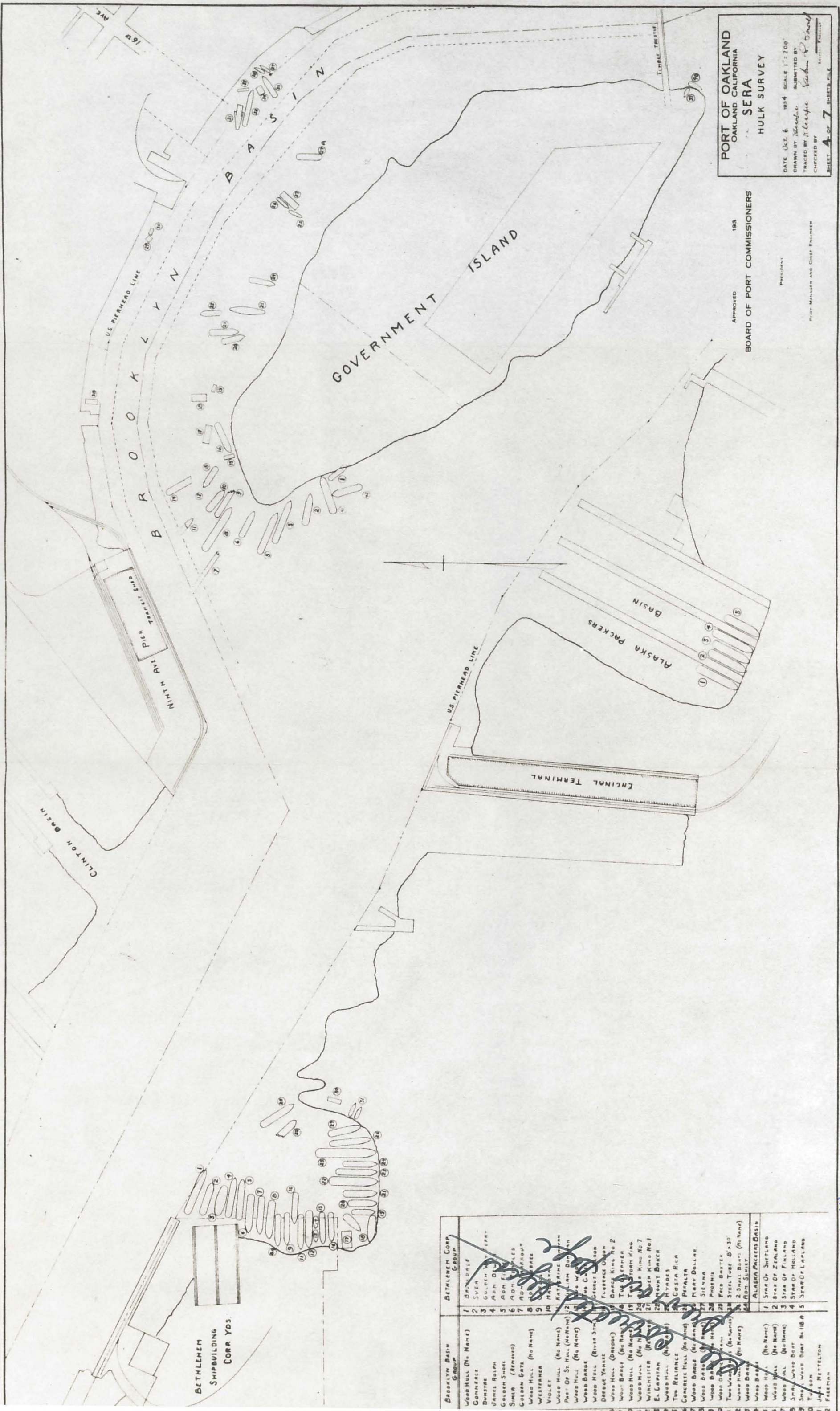
GOVERNMENT ISLAND
PAGES 29 to 57 INCL.
CITY OF ALAMEDA

Corrected Legend

Karl Kortum, 1972
(Brooklyn Basin Group)
Government Island Group

1. Wood hull (no name)
2. COMMERCE, wood 4-mast schooner (to be removed)
3. DUNSYRE, steel full rigged ship (will remove)
- 4.
5. JAMES ROLPH, steel full rigged ship (for sale, will remove)
6. GOLDEN SHORE, wood 4-mast schooner
7. SIMLA (removed) oil barge, ex 4-mast bark
8. GOLDEN GATE, iron 4-mast bark
9. Wood hull (no name, probably car float)
10. WESTPORT (?) (steam schooner)
11. VIOLET
12. Wood hull (double ender)
13. RUTH ex SHARPSHOOTER, coal hulk, ex iron full rigged ship
14. RUFUS E. WOOD, coastwise barge, ex wood full rigged ship
15. Wood barge
16. SEHOME (Vallejo ferry)
17. Dredge YANKEE
18. Wood hull clam shell dredge
19. Wooden barge
20. Wood hull, no name
21. Wood hull, no name
22. WINCHESTER (removed)
23. EL CAPITAN, side wheel ferry
24. Wood hull, double ender
25. RELIANCE, Red Stack tug
26. CAPTAIN BOOTS, concrete barge
27. Wooden barge
41. JANE NETTLETON, steam schooner
42. DAISY FREEMAN, steam schooner

No. 12 (the outline of which vessel is not shown on this chart) is possibly the remains of the burned out ALDEN BESSE which photographs in the late 1920s show leaning against the south side of RUTH (13). The rig and the heeled over position of the ALDEN BESSE alongside the RUTH approximate the appearance and angle of the former barkentine EDWARD MAY alongside the GOLDEN GATE (8) at the same time. This chart shows no trace of what happened to the EDWARD MAY.



BROOKLYN BASIN GROUP	BETHLEHEM CORP. GROUP
1 Wood Hull (No Name)	1 DANFORTH
2 CORNELL	2 SVEA
3 DUNSTON	3 GULF
4 JAMES RALPH	4 ADAM
5 GOLDEN SHORE	5 ADAM
6 SIMON (REMOVED)	6 ADAM
7 GOLDEN GATE	7 ADAM
8 WOOD HULL (No Name)	8 ADAM
9 WESTERN	9 ADAM
10 VIOLET	10 ADAM
11 WOOD HULL (No Name)	11 ADAM
12 WOOD HULL (No Name)	12 ADAM
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97 WOOD HULL (No Name)	97 ADAM
98 WOOD HULL (No Name)	98 ADAM
99 WOOD HULL (No Name)	99 ADAM
100 WOOD HULL (No Name)	100 ADAM

N.B. RIGHT-HAND COLUMN IS O.K.

1. NAME UNKNOWN.

Chart 4-7

Location: Government Island
 Owner: Unknown
 Description: Wooden Hull - 140 ft. length, 30 ft. beam.
 Cut away to water line - half buried in
 sand and mud - exposed only at low tide.

Method of
 Removal: Dynamite in six sections - lift fragments
 by hoist equipment from the Jane Nettleton -
 fragments to be landed on beach and allowed
 to dry for a reasonable period then saturate
 with 100 gallons of old crank case oil and
 burned for scrap iron - scrap iron to be
 sold at the market value.

Time required for wrecking - 4 days
 " " " burning - 2 "
 Total.... 6 days

Number of Man Hours:	(Men)	(Hrs)
Hoist man and helper	2	64
Explosive Engineer and 2 powder men	3	30
Labor	6	96
Carpenter	1	8
Electrician	1	10
Rigger	1	24
Labor for burning	2	32
Total	16	264

Cost of Equipment:	Steam hoist - 2 days	\$ 5.00
	Air Compressor with air hose complete at \$2.00 per hr.	16.00
	Hoist equipment at 50¢ per hr. for 16 hours	8.00
		<u>\$29.00</u>

Cost of Supplies:	Explosives	\$14.70
	Crank case oil	2.00
		<u>\$16.70</u>

Estimated salvage value - \$25.00

2. COMMERCE: Official No. 127464 Chart 4-7

Location: Government Island
Owner: Harbor Tug & Barge Company, Alameda
Description: Sailing vessel wooden hull - length
184 ft. beam 38 ft.

This vessel will be removed by the
Harbor Tug & Barge Company, upon demand.

3. DYN SYRE: Official No. 213023 Chart 4-7

Location: Government Island
Owner: N. L. Hawkins
Description: Steel hull sailing ship - 277 ft. length
beam 41 ft.

This vessel is for sale by the owner who
has promised to remove it upon demand.

4. FORESTER: Official No. 121165 Not on chart.

Location: Government Island
Owner: Captain A. O. Darweitzer.
Description: Wooden hull sailing ship - length 230 ft.
beam 43 ft.

This vessel has been removed to Martinez
since the Harbor Survey was undertaken.

5. JAMES ROLPH: Official No. 125063 Chart 4-7

Location: Government Island
Owner: Anglo-California Bank, San Francisco.
Description: Steel hull sailing ship - length 277 ft.
beam 42 ft.

This vessel is for sale by the Anglo-
California Bank, San Francisco, who have
promised to remove it upon demand.

6. GOLDEN SHORE: Official No. 86046 Chart 4-7

Location: Government Island
 Owner: Anglo-California Bank, San Francisco
 Description: Formerly a four masted wooden hull sailing ship. Masts, decks and upper free board have been removed to water line. The hull resting on bottom - filled with mud and sand. Title to this vessel has been waived in behalf of the City of Alameda by the Anglo-California Bank, through their Mr. WM. Shyvers. Legal steps are being undertaken at the present time.

Method of Removal: The hull to be dynamited into ten sections. Sections to be hauled on beach by gas winch allowed to dry for a reasonable period then saturated with 100 gallons of crank case oil and burned for scrap iron. Scrap iron to be sold at the market value.

Time required for wrecking - $6\frac{1}{2}$ days
 " " " burning - 2
 Total ... $8\frac{1}{2}$ days

Number of Man Hours:	(men)	(Hrs)
Explosive Engineer		
and 2 powder men	3	60
Carpenter	1	8
Rigger	1	32
Hoist man	1	32
Labor	20	640
Gas Engine man	1	32
Labor for burning	2	32
Total	29	836

Cost of Equipment: Air compressor with air hose complete at \$10.00 per day, 2 days \$20.00
 Gas winch at 50¢ per hr - 10 hours 5.00
\$25.00

Cost of Supplies: Gasoline \$14.40
 Oil 1.00
 Explosives 42.24
 100 gallons crank case oil at 2¢ per gallon 2.00
\$59.64

Estimated salvage value - \$200.00

7. SIMLA:

Chart 4-7

Location: Government Island
 Owner:
 Description: This vessel was removed before the survey began.

8. GOLDEN GATE:

Official No. 213770 Chart 4-7

Location: Government Island
 Owner: Angle California Bank, San Francisco.
 Description: Steel sailing ship, length 293 feet, beam 42 ft.
 Method of Removal: The Anglo California Bank will remove this Vessel upon demand.

9. UNKNOWN:

Chart 4-7

Location: Government Island
 Owner: Unknown
 Description: Probably a former car ferry, length 140 ft., beam 40 ft., wooden hull - burnt to water line - half buried in mud.
 Method of Removal: To be broken up by dynamite - men in rubber boots to gather fragments - large pieces to be hauled up by gas winch - all fragments to be allowed to dry for a reasonable period, then saturated with 100 gallons of crank case oil and burned for scrap iron. Scrap iron to be sold at market value.

Number of Man Hours	(Men)	(Hrs)	
Explosive Engineer and 2 powder men	3	24	
Rigger	2	16	
Hoist man	1	2	
Gas Engine man	1	2	
Labor	20	320	
Labor for burning	2	32	
	<u>29</u>	<u>396</u>	
Cost of Equipment:	Gas winch at 50¢ per hr., 8 hrs.		\$ 8.00
	Rubber Boots, 10 prs, at 50¢ per day per pr. 2 days		10.00
	2 Whale boats at \$1.00 per day, 1 day		2.00
			<u>\$20.00</u>
Cost of Supplies:	Gasoline	\$ 7.20	
	Explosives	21.22	
	Crank Case oil - 100 gallons	2.00	
		<u>\$30.42</u>	
Time required for wrecking	3 days		
" " " burning	2 "		
Total...	5 days		
Estimated salvage value	\$125.00		

10. WESTERNER: Official No. 200698 Chart 4-7
 Location: Government Island
 Owner: Unknown
 Description: Wooden hull steamer - length 160 ft.
 beam 36 ft. There are 3 steel tanks and
 approximately 20 tons of loose scrap iron
 aboard this hull.

Method of
 Removal: Scrap iron and tanks to be loaded on derrick
 barge and landed at salvage wharf alongside
 of the Jane Nettleton. Wrecking gang with
 saws and wrecking bars to demolish hull to
 water line - fragments to be pulled ashore
 by gas winch, left to dry for a reasonable
 period, saturated with crank case oil and
 burned. Lower hulk to be dynamited in
 sections. Sections pulled on beach by gas
 winch and are to be burned for scrap iron -
 scrap iron to be sold at the market value.

Time required for wrecking - 11 days
 " " " burning - 2 "
 Total ... 13 days

Number of Man hours:	(Men)	(Hrs.)
Gas engine man	1	28
Hoist man	1	16
Rigger	1	64
Assistant rigger	1	64
Labor	40	2560
Explosive Engineer and 2 powder men	3	48
Carpenter	1	12
Labor for burning	2	32
Total	50	2824

Cost of Equipment:	Winch at 50¢ per hr. for 16 hrs.	\$ 8.00
	Air compressor with air hose comp. at \$10.00 per day - 2 days	20.00
	10 one-man saws at 50¢ ea. per day for 4 days	20.00
	Wrecking bars 12 at 25¢ ea. per day for 4 days	12.00
	4 prs. rubber boots 4 days at 25¢ per pair per day	4.00
	1 Whaling boat for 8 days at \$1.00 per day, total 8 days	8.00
		<u>\$72.00</u>

Cost of Supplies:	Gasoline	\$16.00
	Oil	1.50
	Explosives	43.76
	Crank case oil 100 gallons	2.00
		<u>\$63.26</u>

Estimated salvage value \$450.00

11.

VIOLET:

Chart 4-7

Location: Government Island
 Owner: Unknown
 Description: Small steamer formerly Mexican registration. Wooden hull lying at edge of Dredged channel with bow out of water and stern lying towards the channel submerged. Length 110 ft. beam 24 ft.

Method of
Removal:

Secure bow by line to the beach - place two 30 ft. barges on each side of the bow. Place chain under keel of the ship at bow - secure each end to a 12" x 12" x 40' Oak timber, supported on the barges by horse jacks. Send diver down to place chain under the propeller shaft, between screw and tail shaft housing. Chain to be secured as at the bow to 12" x 12" x 40' oak timber mounted on horse jacks on 60 ft. barges. This operation to be complete at low tide with horse jack screwed down. At high tide set up horse jack fore and aft to the fullest limit. Hull pulled in by gas winch as far as possible until vessel grounds. Lower horse jack to lowest limit fore and aft. Take in all slack on both chains at low tide. Throughout operation of raising a 4" centrifugal pump to be used to empty inside of hull. When beached all scrap iron and metal will be removed. Hull and superstructure above low tide to be wrecked with wrecking bars and saws - lower hull to be dynamited in sections - sections to be pulled on the beach by winch and left to dry for a reasonable period of time - then to be saturated with coal oil and burned for scrap iron. Scrap iron to be sold at market value.

Number of Men - Hours:	(Men)	(Hrs)
Gas Engineer	1	64
Hoise man	1	64
Foreman	1	88
Laborers	20	1600
Gas Engineer for pump	1	32
Carpenter	1	40
Diver and assistant	2	16
Explosive Engineer and 2 powder men	3	24
Laborers for burning	2	32
	<u>32</u>	<u>1960</u>

11. VIOLET: (Continued)

Cost of
Equipment:

Gas winch 50¢ per hr. for 40 hrs	\$ 20.00
Air compressor with air hose complete \$10.00-for 2 days	20.00
Centrifugal pump 40¢ per hr. for 24 hrs.	9.60
Diving outfit	30.00
1 Tug boat \$25.00 per day for 2 days	50.00
10 One-man saws 50¢ ea. for 3 days	9.00
2 12" x 12" x 40' oak timbers	1.20
4 horse jacks	16.00
1 Dox pr. rubber boots 25¢ per pair	3.00
2 Life boats \$1.00 per day	12.00
100 ft. 1" Plow steel cable	2.00
	<u>\$187.80</u>
4 60 foot barges \$10.00 ea 5 days	200.00
	<u>\$387.80</u>

Cost of
Supplies:

Gasoline and Oil	\$ 45.00
Explosives	23.68
Crank case oil 100 gallons	2.00
	<u>\$ 70.68</u>

Time required for wrecking	12 days
" " " burning	<u>2 "</u>
Total ...	14 Days

Estimated salvage value \$250.00

12. NAME UNKNOWN:

Chart 4-7

35

Location: Government Island
 Owner: Unknown
 Description: Wood hull, length 150 ft., beam 38 ft. double ender - probably former side wheel ferry boat. Wood hull has been burned to the water line and the rest badly eaten away to the mud line.

Method of Removal: Place two 100-foot barges alongside amidships - one on either side at low tide. Secure barges to hull by means of lines passed through holes in the hull. Haul forward at high tide by means of winch on shore. Repeat operation until hull has been sufficiently raised on beach for explosives to be used. Dynamite in sections - pull sections to shore - saturate with crank case oil and burn for scrap iron. Scrap iron to be sold at market value.

Number of Man Hours:	(Men)	(Hrs.)
Winch man	1	16
Hoist man	1	16
Gas Engine man	1	16
Explosive Engineer and 2 powder men	3	24
Carpenter	1	8
Rigger	1	24
Labor	20	480
Labor for burning	2	32
	<u>30</u>	<u>616</u>

Cost of Equipment:	Gas winch at 50¢ per hr., 3 days	\$12.00
	Air compressor with air hose comp. at \$10.00 per day, 8 hrs.	10.00
	2 - 100-ft. barges at \$2.50 per day for 2 days	10.00
	1 Life boat, 2 days at \$1.00 per da.	2.00
	4 20- ft. 5/8" steel straps at \$1.00 per day ea. for 2 days	8.00
	10 pr. Rubber boots at 25¢ per pr. ea. for 2 days	5.00
		<u>\$47.00</u>

Cost of Supplies:	Gasoline	\$21.60
	Explosives	16.00
	Crank case oil-100 gallons	2.00
		<u>\$39.60</u>

Time required for wrecking	6 days
" " " burning	2 "
Total ...	<u>8 days</u>

Estimated salvage value \$25.00

13.

ROOT:

Chart 4-7

37

Location: Government Island
 Owner: Unknown
 Description: Portion of steel hull resting on mud - length 156 ft. beam 27 ft. This vessel formerly belonged to the King Coal Company and was rammed some years ago. After considerable litigation she was finally towed over to Government Island and was abandoned. We are unable to determine who owns it now.

Method of
Removal:

Four barges to be moored alongside - two on either side of the stern - two on either side of bow. Send diver down to pass 100 feet 1" steel cable under bow and stern. Secure chain to barges at maximum low tide. Place centrifugal pump to pump out hull as she rises with the tide. Secure line to stern and pull toward beach with gas winch-repeat operation until beached as far as possible. Before final lift place weighted planks 2"x 12" x 20' on bottom under ship's keel. When moved as far ashore as possible, cast off all barges and cut hull with acetylene torches to low tide water line, removing scrap steel to the beach. When cut as far as possible place 2- 8" x 8" x 15' beams on either side of the keel about 10 feet apart. Jack up stern sufficiently to place 4" steel roller under keel. Pull forward by gasoline winch, placing additional rollers as needed - when drag on stern becomes too great, disconnect line and cut off as much more steel as possible - attach line again to remains and pull on beach to be cut up and sold as scrap. Scrap iron to be sold at Market value.

Number of Men - Hours:		(Men)	(Hrs)
	Acetylene burners	4	800
	Diver with assistant	2	16
	Rigger	1	240
	Laborers	10	2400
	Gas Engine man	1	32
	Hoist man	1	32
	Hull chippers	4	640
		<u>23</u>	<u>4160</u>

13.

ROOT:

(Continued)

Cost of
Equipment:

1 Tug 2 days	\$ 50.00
4 60 ft. barges \$5.00 ea.	
per day	40.00
2-100 ft. 1" plow steel	
cable \$1.00 per day	2.00
4 Acetylene burning outfits	
\$4.00 per day, 4 days	16.00
Divers equipment complete	20.00
1 Centrifugal pump 4"	5.00
100 Planks 2"x12"x20'	40.00
6-8" x 8" x 15' beams	2.70
4 Air chipping hammers	
\$1.00 per day	16.00
Air compressor with air	
hose complete 4-way jt.	50.00
	<u>\$241.70</u>

Cost of
Supplies:

Gasoline and oil	\$ 90.00
100 Acetylene tanks \$5.00	500.00
400 Tanks Oxygen \$4.00	<u>1600.00</u>

\$2190.00

Time required for wrecking 30 days
(no burning)

Estimated salvage value \$3500.00

14.

RUFUS E WOOD:

Chart 4-7

39

Location: Government Island
 Owner: Unknown
 Description: Formerly a 4-masted bark wood hull, has been burnt to water line, not much action by marine borers, very heavy oak frames and hard pine sides, will not float. The stern is at the edge of the dredged channel and has been in this position for over 10 years. Originally this vessel was about 100 feet on the mud flats, but when the channel was dredged 25 feet deep, the vessel suddenly slid out one night to its present position with the bottom of the rudder post resting on the clay at the 25 foot depth. Too heavy and deeply sunk in the mud to move from natural causes.

Method of
Removal:

Several sections of 12" pipe belonging to the American Dredging Company will be removed by that company. A-frame weighing approximately 10 ton will be lightered to barge and landed at salvage wharf. Hull above low tide line to be wrecked by crow bars and saws. Lower hull to be raised by means of 4 barges placed two on the side fore and aft, in the same manner as in the raising of No. 11. The same steps will be taken in beaching this vessel where she will be blown up by explosives, pulled to the beach in sections and burnt for scrap iron. Scrap iron to be sold at the market value.

Number of Men - Hours:	(Men)	(Hrs)
Gas Engineer	1	24
Hoist man	1	24
Explosive Engineer and 2 powder men	3	48
Rigger	1	40
Carpenter	1	8
Laborers	20	800
Laborers (burning)	2	32
Diver and assistant	2	16
	<u>31</u>	<u>992</u>

15. WOODEN BARGE:

Chart 4-7

Location: Government Island
 Owner: Unknown
 Description: Wood barge resting in mud - length 18 ft.
 beam 15 ft. submerged at high tide.

Method of
 Removal: Wrecking crew with crow bars and saws to
 remove hull above low high tide line - to
 be lifted by derrick barge - pulled to
 beach by gas winch - broken up with ex-
 plosives in sections and burned for scrap
 iron. Scrap iron to be sold at market value.

Number of Man Hours:		(Men)	(Hrs.)
	Gas Engineer	1	8
	Hoist man	1	8
	Explosive Engineer and 2 powder men	3	24
	Carpenter	1	8
	Rigger	1	24
	Labor	10	240
	Labor for burning	2	32
		<u>19</u>	<u>344</u>

Cost of Equipment:	Derrick barge 1 day	\$25.00
	Air compressor with air hose comp. at \$10.00 per day - 1 day	10.00
	4 one man saws - 1 day at 50¢ ea.	2.00
	4 wrecking bars 1 day at 25¢ ea.	1.00
	Gas winch 8 hours at 50¢ per hr.	4.00
		<u>\$42.00</u>

Cost of supplies:	Gas and oil	\$10.00
	Explosives	2.00
	Crank case oil - 25 gallons	.50
		<u>\$12.50</u>

Time required for wrecking 5 days
 " " " burning 2 "
 Total 7 days

Estimated salvage value \$5.00

16. SEHOME:

Chart 4-7

Location: Government Island
 Owner: Unknown
 Description: Steam screw, wood hull, length 100 ft. beam 30 ft. formerly owned by the Monticello Steamship Co., and operated as a ferry boat - San Francisco and Vallejo - was wrecked in San Pablo Bay some 15 years ago, towed to its present position and abandoned. The upper works, deck and sides have been gradually chopped down to the mud line for fire wood.

Method of Removal: Wrecking crew with crow bars and saws to remove hull above low tide water line. Broken up by explosives into 4 sections - pull sections on beach with gas winch and burn for scrap iron. Scrap iron to be sold at market value.

Number of Man Hours:	(Men)	(Hrs.)
Gas Engineer	1	16
Hoist man	1	16
Explosive Engineer and 2 powder men	3	24
Carpenter	1	4
Rigger	1	24
Labor	20	480
Labor for burning	2	32
	<u>29</u>	<u>596</u>

Cost of Equipment:	Gas winch 8 hrs. at 50¢ per hr.	\$ 4.00
	Air compressor with air hose comp. at \$10.00 per day 1/2 day	5.00
	10 one-man saws at 50¢ ea. 2 days	10.00
	12 wrecking bars at 25¢ ea. 2 days	6.00
		<u>\$25.00</u>

Cost of Supplies:	Gas and oil	10.00
	Explosives	2.00
	Crank case oil - 50 gallons	1.00
		<u>\$13.00</u>

Time required for wrecking	5 days
" " burning	2 "
Total --	<u>7 days</u>

Estimated salvage value \$50.00

17. YANKLEE:

Chart 4-7

Location: Government Island
 Owner: American Dredge Company
 Description: Formerly a pipe-line dredge, wood hull, upper works burnt off in a fire about a year ago, hull in good condition, though tide runs in and out. Can be pumped out and taken away very easily at the present time. Length 80 ft. beam 35 ft. The American Dredge Company has relinquished title to this barge as per letter on Page #

Method of Removal: It is recommended that this vessel be floated to dry dock and hull repaired by caulking leaks. Mast and lifting boom to be rigged aboard together with a gasoline hoist.

Number of Men - Hours:	(Men)	(Hrs)
Forerunner	1	56
Caulkers	10	240
Carpenters	2	80
Riggers	4	160
Laborers	10	560
Gas Engineers	2	32
	<u>29</u>	<u>1128</u>

Cost of Equipment:	1 Tug, 2 days	50.00
	Centrifugal pump	5.00
*	Mast 50 feet	10.00
*	Boom 40 feet	10.00
	1 Goose neck for boom	2.00
	1 Steel goose neck receiver ring	5.00
	5 Strands tackle 200 ft. 1" rope (60#, \$15.25 Cwt)	9.15
	1 Single whip 300 feet 2" Rope. 16 1/2 ft.	49.50
*	6 Deck cleats	60.00
*	6 Chocks	60.00
		<u>\$260.75</u>

Cost of Supplies:	Gas and oil	3.00
	2000# Oakum, \$12.50 Cwt	250.00
	200# White lead \$10.00 Cwt	20.00
	50# Paint, \$1.50 gallon	75.00
	50# 10" spikes \$7.00 C	3.50
	10# 5" nails \$3.70 cwt	.37
		<u>\$351.87</u>

Repairing 5 days
 Estimated salvage value \$500.00

*To be taken from derelicts.

18. OLD CLAM SHELL DREDGE:

Chart 4-7

Location: Government Island
 Owner: Pacific Coast Dredging Co.
 Description: Formerly a clam-shell dredge, wood hull length 60 ft., beam 20 ft., eaten through at the water line all the way around - well sunk in the mud. Approximately 35 tons scrap iron aboard.

Method of Removal: Scrap iron to be lightered by derrick barge to salvage wharf - loose timbers and barge cabin to be removed by barge - hulk above low tide water line to be broken up by wrecking crew with wrecking bars and saws to be raised by placing a 60 ft. barge on either side at low tide, lashing by cable to remains of hulk and raising with tide. To be pulled ashore at high tide by gas winch - operation to be repeated until remains are beached. To be broken in sections by explosives; sections towed on beach - dried for a reasonable period, saturated with crank case oil and burned for scrap iron. Scrap iron to be sold at market value.

Number of Man Hours:	(Men)	(Hrs.)
Gas Engineer	1	16
Hoist man	1	16
Explosive Engineer and 2 powder men	3	24
Carpenter	1	6
Rigger	1	24
Labor	20	480
Labor for burning	2	32
	<u>29</u>	<u>598</u>

Cost of Equipment:	Gas Winch 12 hrs. at 50¢ per hr.	\$ 6.00
	Air compressor with air hose comp. at \$10.00 per day 1 day	10.00
	2 60 ft. Barges at \$2.50 2 days	10.00
	6 one-man saws 2 days at 50¢ ea. per day	16.00
	12 wrecking bars at 25¢ ea. per day for 2 days	6.00
	4 20 ft. 5/8" steel straps at \$1.00 per day for 2 days	8.00
	2 Life boats at \$1.00 for 3 days	6.00
		<u>\$52.00</u>

Cost of Supplies:	Gas and oil	10.00
	Explosives	8.96
	Crank case oil - 50 gallons	1.00
		<u>\$19.96</u>

Time required for wrecking	5 days
" " burning	2 days
Total	<u>7 days</u>

Estimated salvage value \$125.00

19. WOODEN BARGE:

Chart 4-7

45

Location: Government Island
 Owner: Unknown
 Description: Wooden barge - Length 42 ft. beam 21 ft.
 resting on mud. Probably belongs to
 former Pacific Dredging Company.

Method of Removal: Wrecking crew in rubber boots to wreck hull to low tide line - line from winch to be secured to timbers and the bottom pulled toward the beach. If the drag is too great for the winch place one set of Catamaran pontoons - one on each side, lash hull to pontoons at low tide, raise with tide and haul to beach where remains will be broken up by explosives. Fragments to be pulled high on the beach, allowed to dry for a reasonable period, then saturated with crank case oil and burned for scrap iron. Scrap iron to be sold at market value.

Number of Man Hours:	(Men)	(Hrs)
Gas Engineer	1	16
Hoist man	1	16
Explosive Engineer and 2 powder man	3	24
Carpenter	1	4
Rigger	1	24
Labor	20	480
Labor for burning	2	32
	<u>29</u>	<u>596</u>

Cost of Equipment:	Gas winch 2 days at 50¢ per hr.	\$ 8.00
	Air compressor with air hose comp. at \$10.00 per day, 1/2 da.	5.00
	10 one-man saws at 50¢ ea. per da. for one day	5.00
	12 Wrecking bars at 25¢ ea. per day for 2 days	6.00
	1 Life boat, 1 day	1.00
	10 pr. rubber boots at 25¢ per pr. per day for 2 days	5.00
		<u>\$30.00</u>

Cost of Supplies:	Gas and oil	7.50
	Explosives	2.00
	Crank case oil - 100 gallons	2.00
		<u>\$11.50</u>

Time required for wrecking	4 days
" " " burning	2 "
Total	<u>6 days</u>

Estimated salvage value \$5.00

20. NAME UNKNOWN:

Chart 4-7

Location: Government Island
 Owner: Unknown
 Description: Remains of old hull resting on mud. Length 200 ft. beam 40 ft. Nothing left but ribs and portions of deck. Nothing above high tide line.

Method of Removal:

Number 21 will have to be removed before this hulk can be reached. To remove, place two 100 foot barges - one on either side of hull. Secure hull to barges by means of 20 foot wire straps at low tide - raise with tide and pull toward beach. This hulk is too far from the fixed position of the gas winch for that to be used. It is therefore probable that two caterpillar tractors will be needed to pull the vessel into the beach at high tide. When sufficiently beached hull to be broken into sections by explosives - the sections towed on the beach allowed to dry for reasonable time and burned for scrap iron. Scrap iron to be sold at market value.

Number of Man Hours:	(Men)	(Hrs.)
Tractor Operators	2	32
Explosive engineer and 2 powder men	3	24
Carpenter	1	8
Rigger	1	24
Labors	20	480
Labors (burning)	2	32
	<u>29</u>	<u>600</u>

Cost of Equipment:

2 Caterpillar Tractors at \$15.00 per day ea. 1-1/2 days ea	\$45.00
Air compressor with air hose comp. at \$10.00 per day for 1 day	10.00
1 Life Boat at \$1.00 per day 2 days	2.00
4 20-foot 5/8" steel straps at \$1.00 per day for 2 days	8.00
500 ft. 5/8" steel cable - rental	5.00
2 100 ft. Barges at \$2.50 per day for 2 days	10.00
10 pr. rubber boots at 25¢ per pr. for 2 days	5.00
	<u>\$85.00</u>

Cost of Supplies:

Gas and oil	7.50
Explosives	17.60
Crank case oil, 100 gallons	2.00
	<u>\$27.10</u>

Time required for wrecking 4 days
 " " " burning 2 "
 Total - 6 days

Estimated Salvage value \$50.00

21. NAME UNKNOWN:

Chart 4 -7

Location: Government Island
 Owner: Unknown
 Description: Remains of old hull resting on mud.
 Nothing left but ribs and portion of deck.
 Nothing above water line.

Method of Removal: To remove, place two -100-foot barges -one on either side of hull. Secure hull to barges by means of 20-foot wire straps at low tide - raise with tide and pull toward beach. This hulk is too far from the fixed position of the gas winch for that to be used. It is therefore probable that two Caterpillar Tractors will be needed to pull the vessel into the beach at high tide. When sufficiently beached hull to be broken into sections by explosives - the sections towed on to the beach allowed to dry for a reasonable time and burned for scrap iron. Scrap iron to be sold at market value.

Number of Man Hours:	(Men)	(Hrs.)
Tractor Operators	2	32
Explosive Engineer and 2 powder men	3	24
Carpenter	1	8
Rigger	1	24
Labor	20	480
Labor for burning	2	32
	<u>29</u>	<u>600</u>

Cost of Equipment:	2 Caterpillar tractors at \$15.00 per day, 1½ da.	\$45.00
	Air compressor with air hose comp. at \$10.00 per day, 1 da.	10.00
	2 100- ft. Barges at \$2.50 per day for 2 days	10.00
	1 Life boat at \$1.00 per day for 2 days	2.00
	4 20-ft. 5/8" steel straps at \$1.00 per day for 2 days	8.00
	500 feet 5/8" steel cable (rental)	5.00
	10 pr. rubber boots at 25¢ per day for 2 days	5.00
		<u>\$85.00</u>

Cost of Supplies:	Gas and oil	7.50
	Explosives	17.60
	Crank case oil - 100 gallons	2.00
		<u>\$27.10</u>

Time required for wrecking	4 days
" " " burning	2 "
Total ...	<u>6 "</u>

Estimated salvage value \$50.00

22. WINCHESTER:

Chart 4-7

Has already been removed by the U. S. Government.

23. EL CAPITAN:

Chart 4-7

Location: Government Island
Owner: Crowley Launch & Tugboat Company disclaims ownership.
Description: Wooden hull, length 194 ft. beam 33.6 ft., steam driven, side wheel ferry, resting on mud. Superstructure wrecked.
Method of Removal: Old paddle wheel to be cut from frame by acetylene torch. All loose scrap iron and both side wheels to be lifted by derrick barge to cargo barge and brought to salvage dock. Hull above low tide is to be wrecked by wrecking crew with wrecking bars and saws. Two 100-ft. barges to be placed alongside - one on either side at low tide - lower hull to be secured to barges by means of 20 foot steel straps. To be pulled ashore by two caterpillar tractors at high tide. Repeat operation with each tide until vessel is beached. Break into sections with explosives, tow sections high on beach, allow to dry for a reasonable period, saturate with crank case oil and burn for scrap iron. Scrap iron to be sold at market value.

Number of Man Hours:	(Men)	(Hrs)
Tractor Operators	2	32
Explosive Engineer and 2 powder men	3	24
Carpenter	1	8
Rigger	1	32
Labor	20	640
Labor for burning	2	32
	<u>29</u>	<u>768</u>

Cost of Equipment:	2 Caterpillar tractors at \$15.00 per day ea. 1-1/2 days	\$45.00
	Air Compressor with air hose comp. at \$10.00 per day, 1 day	10.00
	2 100-ft. Barges at \$2.50 per day ea., for 3 days	15.00
	1 Life boat, 3 days	3.00
	4 20-ft. 5/8" steel straps at \$1.00 per day ea. for 3 days	12.00
	500 ft. 5/8" steel cable (Rental)	5.00
	10 pr. rubber boots at 25¢ per day per pr.	5.00
	10 one-man saws at 50¢ ea. 2 days	10.00
	12 wrecking bars at 25¢ ea. 2 days	6.00
		<u>\$111.00</u>

23. EL CAPITAN: Continued

Cost of		
Supplies:	Gas and oil	\$ 7.50
	Explosives	44.16
	Crank case oil - 100 gallons	2.00
		<u>\$53.66</u>

Time required for wrecking 6 days
 " " " burning 2 "
8 days

Estimated Salvage value \$250.00

24. NAME UNKNOWN:

Chart 4 -7

Location: Government Island
 Owner: Unknown
 Description: Wood hull, double ender, length 110 feet, beam 30 feet, probably former side wheel ferry boat, has been burnt down to water line, very heavy oak frames and side timbers. Comparatively little action by marine borers.

Method of Removal:

It is recommended that before undertaking the removal of this vessel the gas winch be removed from its former position at the west end of Government Island to a similar base opposite the Crowley Shipyard. To remove hulk, place two 100 foot barges - one on either side of hull. Secure hull to barges by means of 20 foot wire straps at low tide - raise with tide and pull toward beach. Fasten lines from bow to gas winch on shore to haul vessel on the beach. When sufficiently beached -hull to be broken into sections by explosives - the sections towed on to the beach, allowed to dry for a reasonable period and burned for scrap iron. Scrap iron to be sold at market value.

Number of Man Hours:		(Men)	(Hrs)
	Explosive Engineer and		
	2 powder men	3	24
	Carpenter	1	8
	Rigger	1	24
	Labor	20	480
	Labor for burning	2	32
		<u>27</u>	<u>568</u>

Continued

Cost of

Equipment:	Gas winch at 50¢ per hr 16 hrs	\$ 8.00
	Air compressor with air hose	
	comp. at \$10.00 per day 1 day	10.00
	2 100 ft barges at \$2.50 per	
	day ea. for 2 days	10.00
	1 Life boat, 2 days	2.00
	4 20 ft. 5/8" steel straps at	
	\$1.00 per day ea. for 2 days	8.00
	500 ft. 5/8" steel cable (rental)	5.00
	10 pr. Rubber boots at 25 per	
	day per pr. 2 days	5.00
		<u>\$48.00</u>

Cost of

Supplies:	Gas and Oil	\$ 7.40
	Explosives	12.92
	Crank case oil 100 gallons	2.00
		<u>\$22.32</u>

Time required for wrecking 4 days
burning 2 "
Total.. 6 Days

Estimated salvage value \$125.00

25. RELIANCE:

Chart 4-7

Location: Government Island
 Owner: Shipowners & Merchants Tugboat Co.,
 Pier 25, San Francisco
 Description: Formerly a Red Stack tug, wood hull in
 poor condition, but could be patched,
 floated and taken away.

Method of
 Removal: Attach line from bow to gas winch-pump
 water out of hull - haul toward beach at
 high tide as far as possible. Remove boil-
 ers and other machinery using acetylene
 torch to cut large pieces so that they can
 be handled. Remove superstructure to deck
 with crow bars and saws. If hull is in
 suitable condition, it could be used as a
 cargo barge in carrying out the survey.
 Finally hull to be broken up by explosives
 in sections - pulled on beach and allowed to
 dry for a reasonable period then burned
 for scrap iron. Scrap iron to be sold
 at market value.

Number of Man Hours:		(Men)	(Hrs.)
	Gas Engineer	1	8
	Hoist man	1	4
	Rigger	1	16
	Labor	10	160
	Acetylene burner and helper	2	32
	Labor for burning	2	32
		<u>17</u>	<u>252</u>

Cost of Equipment:	Gas winch at 50¢ per hr. 4 hrs.	2.00
	Centrifugal pump 40¢ pr. hr. for 4 hours	1.60
	4 saws at 50¢ per day, 2 days	4.00
	6 Wrecking bars at 25¢ ea. per day for 1 day	3.00
		<u>\$10.60</u>

Cost of Supplies:	Gas and Oil	5.00
	Explosives	10.56
	Crank case oil - 100 gallons	2.00
		<u>\$17.56</u>

Time required for wrecking	4 days
" " " burning	2 "
Total	<u>6 Days</u>

Estimated salvage value \$520.00

26. CAPTAIN BOOTS:

Chart 4-7

Location: Government Island
Owner: Crowley Launch & Tugboat Company
Description: Barge, concrete hull, good condition,
perfectly dry inside, has steel wire lines
to tug Reliance and barge alongside.
Sets on the mud and will probably not move
from natural causes. Could be dragged off
at any time with tugboats. Watchman on
board.

Method of
Removal: This vessel will be removed upon demand
by the Crowley Launch & Tugboat Company.

27. WOODEN BARGE:

Chart 4-7

Location: Government Island
 Owner: Unknown
 Description: Barge, probably belongs to Crowley Launch & Tugboat Co., - length 125 feet, beam 40 feet, wood hull, eaten through at the water line all the way around; has good deck which is loaded with old spars, metal junk, etc. Well sunk in the mud and will not move from natural causes.

Method of Removal: All scrap iron to be removed by derrick barge. Deck and hull above low tide to be demolished by wrecking crew with wrecking bars and hand saws. Old iron tank in the interior to be lifted out by the derrick barge. All scrap iron to be landed at salvage wharf to be sold. Lower hull to be broken up in sections by spud from derrick barge - fragments to be picked up and laid on beach where they will be allowed to dry for a reasonable period and burned for scrap iron. Scrap iron to be sold at market value.

	(Men)	(Hrs)
Number of Man Hours:		
Rigger	1	40
Labor	30	1200
Labor for burning	2	32
	<u>33</u>	<u>1272</u>

Cost of Equipment:	Derrick barge at \$25.00 per day, 3 days	\$75.00
	12 Saws at 50¢ ea. per day, 5 days	30.00
	12 Wrecking bars at 25¢ ea. per day, 5 days	15.00
	4 Axes at 25¢ ea. per day, 5 days	5.00
	1 Tug, 1 day	25.00
		<u>\$150.00</u>

Cost of Supplies:	Crank case oil - 100 gallons	\$2.00
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Time required for wrecking	6 days
" " " burning	2 "
Total...	8 days

Estimated salvage value \$700.00

58.

NAME UNKNOWN:

Location: Government Island
 Owner: Renner Foundation Company
 Description: Wood barge, length 60 feet - beam 20 feet,
 lying half on beach near causeway.

Method of
Removal:

To be broken up by wrecking gang. Sections to be towed on beach by Caterpillar tractor, allowed to dry for a reasonable period, then saturated with 50 gallons crank case oil and burned for scrap iron. Scrap iron to be sold at the market value.

Number of Men - Hours	(Men)	(Hrs)
Rigger	1	16
Caterpillar Tractor operator	1	8
Laborers	20	320
Laborers for burning	2	32
	<u>24</u>	<u>376</u>

Cost of
Equipments

1 Caterpillar tractor at \$15.00 per day, 1 day	\$ 15.00
10 One-man saws at 50¢ each per day for 2 days	10.00
10 Wrecking bars at 25¢ each per day for 2 days	5.00
10 Pr. Rubber boots at 25¢ per day per pr. 2 days	<u>5.00</u>
	\$ 35.00

Cost of

Supplies: Crank case oil - 50 gallons \$ 2.00

Time required for wrecking 3 days
 burning 2 "
 Total 5 Days

Estimated salvage value \$5.00

39. NAME UNKNOWN: Official No. 118 A Chart 4-7

Location: Government Island
Owner: Ashley Smith
Description: Wooden yacht hull on ways at Eastern
end of Government Island.
Owner will remove on demand.

40. TUCSON:

Location: Government Island
Owner: Carl Cornwall
Description: Motor yacht - length 45 feet, beam 12 feet.
Method of
Removal: Mr. Tyken representing Mr. Cornwall, the
owner, will remove the vessel upon demand.

41.

JANE NETTLETON:

Chart 4-7

Location: Government Island
 Owner: R.C. Porter
 Description: It is desired to use this vessel as an operating headquarters. Mr. Porter wishes to wreck same in her present position, and is willing to post bond in the amount of \$1,000, guaranteeing the vessel will be entirely removed at the end of our operations. In return for permission to wreck this vessel where she lies, he is willing that we should make this our base for field operations.

It is recommended that this agreement be confirmed.

It is further recommended that the Jane Nettleton be to a certain extent reconditioned and equipped to facilitate salvage operation on the Island, to wit:

Pipe rail around #1 hatch	\$ 20.00
Pipe rail on starboard engine room passageway	10.00
Recondition quarters on superstructure to be used as field headquarters	50.00
Overhaul auxiliary machinery	5.00
General cleaning up of vessel for use	2.00
Re-rig forecastle derrick booms and overhaul winch and capstan	5.00
Install cargo lights and connect electric lights for office quarters	100.00
2 -25 H.P. 900 RPM, variable speed reversible, electric motor \$200 ea.	400.00
2 -1 $\frac{1}{2}$ H.P. 1800 RPM, electric motor \$15.00 each	<u>30.00</u>
	\$ 622.00

42. DAISY FREMONT:

Chart 4-7

Location: Government Island
 Owner: Unknown
 Description: Wooden hull - length 180 ft. beam 40 ft.
 Cut away to water line - half buried in
 sand and mud - exposed only at low tide.

Method of Removal: Push in by tug at high tide toward beach.
 Wreck hull above low tide line with wreck-
 ing crew. Dynamite in six sections - lift
 fragments by hoist equipment from the Jane
 Nettleton - fragments to be landed on beach
 and allowed to dry for a reasonable period
 then saturated with 100 gallons of old crank
 case oil and burned for scrap iron.
 Scrap iron to be sold at the market value.

Number of Man Hours:	(Men)	(Hrs)
Hoist man and helper	2	64
Explosive Engineer and 2 powder men	3	30
Labor	6	96
Carpenter	1	8
Electrician	1	10
Rigger	1	24
Labor for burning	2	32
	<u>16</u>	<u>264</u>

Cost of Equipment:	Steam Hoist at \$2.50 per day, 2 days	\$5.00
	Air compressor with air hose	
	comp. at \$2.00 per hr. 8 hours	16.00
	Hoist equipment at 50¢ per hour	
	for 16 hours	8.00
	1 Tug, 1 day	25.00
		<u>\$54.00</u>

Cost of Supplies:	Explosives	\$14.70
	Crank Case oil	2.00
		<u>\$16.70</u>

Time required for wrecking	7 days
" " burning	2 "
Total...	<u>9 days</u>

Estimated salvage value \$50.00

BROOKLYN BASIN
PAGES 58 to 67 INCL.
PORT OF OAKLAND

28. NAME UNKNOWN:

Chart 4-7

Location: Brooklyn Basin (Oakland)
 Owner: Unknown
 Description: Wooden barge, length 72 ft. beam 30 ft.
 Marked "Mervy Elwell Construction." Resting
 on mud - bottom rotted and cannot be floated.

Method of
 Removal: To be broken up by wrecking crew with
 wrecking bars and saws. Bottom to be broken
 up by spud from derrick barge. Sections
 brought up by grappling hooks and towed to the
 beach where they will be left to dry for a
 reasonable period, then saturated with crank
 case oil and burned for scrap iron. Scrap iron
 to be sold at market value.

Number of Man Hours:		(Men)	(Hrs)
	Rigger	1	24
	Labor	20	480
	Labor for burning	2	32
		<u>23</u>	<u>536</u>

Cost of Equipment:	Derrick barge, 1 day	\$75.00
	10 Saws at 50¢ ea. per day 2 days	10.00
	12 Wrecking bars at 25¢ ea per day for 2 days	6.00
		<u>\$91.00</u>

Cost of Supplies:	Crank case oil - 100 gallons	\$2.00
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Time required for wrecking	4 days
" " " burning	2 "
Total ...	<u>6 Days</u>

Estimated salvage value \$5.00

29. NAME UNKNOWN:

Chart 4-7

Location: Brooklyn Basin (Oakland)
 Owner: Unknown
 Description: End of wooden barge, length 35 feet, beam 25 feet. Resting on mud and cannot be floated.

Method of Removal: To be broken up at low tide by wrecking gang with wrecking bars, axes, and saws. Fragments to be placed on beach, allowed to dry for a reasonable period then saturated with 25 gallons of crank case oil, and burned for scrap iron. Scrap iron to be sold at market value.

Number of Man Hours:	(Men)	(Hrs)
Rigger	1	16
Labor	10	160
Labor for burning	2	32
	<u>13</u>	<u>208</u>

Cost of Equipment:	6 One-man saws at 50¢ ea per day for 2 days	\$ 6.00
	6 Wrecking bars at 25¢ ea per day for 2 days	3.00
		<u>\$ 9.00</u>

Cost of Supplies:	Crank case oil, 25 gallons	.50
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Time required for wrecking	2 days
" " burning	2 "
Total....	<u>4 Days</u>

Estimated salvage value \$5.00

30. NAME UNKNOWN:

Chart 4-7

Location: Brooklyn Basin (Oakland)
 Owner: Unknown
 Description: Wooden derrick frame - length 30 ft.
 beam 25 ft., resting on mud.

Method of Removal: To be broken up at low tide by wrecking gang with wrecking bars, axes, and saws. Fragments to be placed on beach, allowed to dry for a reasonable period then saturated with 25 gallons of crank case oil and burned for scrap iron. Scrap iron to be sold at the market value.

Number of Man Hours:

	(Men)	(Hrs)
Rigger	1	16
Labor	10	160
Labor for burning	2	32
	<u>13</u>	<u>208</u>

Cost of Equipment:

6 One-man saws at 50¢ ea. per day for 2 days	\$ 6.00
6 Wrecking bars at 25¢ ea per day for 2 days	3.00
	<u>\$ 9.00</u>

Cost of Supplies:

Crank case oil, 25 gallons	.50
----------------------------	-----

Time required for wrecking 2 days
 " " " burning 2 "
 Total ...4 days

Estimated salvage value \$5.00

31. NAME UNKNOWN:

Chart 4-7

61

Location: Brooklyn Basin (Oakland)
 Owner: Unknown
 Description: Bottoms of two wooden hulls burned to water's edge and one partially inside the other. Approximate length 140 feet, beam 45 feet.

Method of Removal: To be dynamited in sections - sections to be hauled up on beach by wrecking gang with capstan.* Allowed to dry for a reasonable period of time - saturated with 100 gallons of crank case oil and burned for scrap iron. Scrap iron to be sold at market value.

Number of Man Hours:	(Men)	(Hrs)
Rigger	1	40
Explosive Engineer and 2 powder men	3	24
Carpenter	1	8
Labor	20	80
Labor for burning	2	32
	<u>27</u>	<u>184</u>

Cost of Equipment:	Air compressor with air hose comp. at \$2.00 per hr. for 8 hrs.	\$16.00
	12 one-man saws at 50¢ ea, per day for 3 days	18.00
	12 Wrecking bars at 25¢ ea per day for 5 days	15.00
	6 Shovels at 25¢ per day ea, for 5 days	7.50
		<u>\$56.50</u>

Cost of Supplies:	Gas and oil	2.50
	Explosives	12.00
	Crank case oil, 100 gallons	2.00
		<u>\$16.50</u>

Time required for wrecking 6 days	
" " " burning 2 "	
Total ...8 Days	

Estimated salvage value \$25.00

* Hulks 31 to 37 inclusive - lying nested together will all be wrecked in the same manner. For towing large sections on the beach it will be more economical to mount on the beach a hand operated capstan. The capstan will be taken from one of the derelicts. The cost of transporting from the derelict to the beach and mounting it will be \$55.00.

32. NAME UNKNOWN:

Chart 4-7

Location: Brooklyn Basin (Oakland)
 Owner: Unknown
 Description: Wooden hull approximate length 210 feet
 beam 40 feet, burned to water's edge and
 resting on the mud.

Method of
 Removal: To be dynamited in sections - sections to be
 hauled up on beach by wrecking gang with
 capstan. Allowed to dry for a reasonable per-
 iod of time - saturated with 100 gallons of
 crank case oil and burned for scrap iron.
 Scrap iron to be sold at the market value.

Number of Man Hours:		(Men)	(Hrs)
	Rigger	1	40
	Labor	20	80
	Explosive Engineer and 2 powder men	3	24
	Carpenter	1	8
	Labor for burning	2	32
		<u>27</u>	<u>184</u>

Cost of Equipment:	Air compressor with air hose comp at \$2.00 per hr. 8 hours	\$16.00
	12 -One-man saws at 50¢ ea per day for 3 days	18.00
	12 Wrecking bars at 25¢ ea per day for 5 days	15.00
	6 Shovels at 25¢ per day ea for 5 days	7.50
		<u>\$56.50</u>

Cost of Supplies:	Gas and oil	2.50
	Explosives	12.00
	Crank case oil - 100 gallons	2.00
		<u>\$16.50</u>

Time required for wrecking 6 days
 " " " burning 2 "
 Total... 8 days

Estimated salvage value \$30.00

33. NAME UNKNOWN:

Chart 4-7

Location: Brooklyn Basin (Oakland)
 Owner: Unknown
 Description: Wooden barge, length 65 feet, beam 20 feet,
 burned to water's edge and resting on mud.

Method of Removal: To be dynamited in sections - sections to be hauled up on beach by wrecking crew with capstan. Allowed to dry for a reasonable period of time. Saturated with 100 gallons of crank case oil and burned for scrap iron. Scrap iron to be sold at market value.

Number of Man Hours:	(Men)	(Hrs)
Rigger	1	40
Labor	20	80
Explosive Engineer and 2 powder men	3	24
Carpenter	1	8
Labor for burning	2	32
	<u>27</u>	<u>184</u>

Cost of Equipment:	Air compressor with air hose comp. at \$2.00 per hr., 8 hrs.	\$16.00
	12 one-man saws at 50¢ ea per day, 3 days	18.00
	12 wrecking bars at 25¢ ea per day, 5 days	15.00
	6 Shovels at 25¢ ea per day, 5 days	7.50
		<u>\$56.50</u>

Cost of Supplies:	Gas and oil	2.50
	Explosives	12.00
	Crank case oil - 100 gallons	2.00
		<u>\$16.50</u>

Time required for wrecking 2 days
 " " " burning 2 "
 Total4 days

Estimated salvage value \$30.00

34. NAME UNKNOWN:

Chart 4-7

61

Location: Brooklyn Basin (Oakland)
 Owner: Unknown
 Description: Wooden barge, length 55 feet, beam 37 feet,
 burned to water's edge and resting on mud.

Method of Removal: To be dynamited in sections - sections to
 be hauled up on beach by wrecking gang with
 capstan. Allowed to dry for a reasonable
 period of time - saturated with 100 gallons
 of crank case oil and burned for scrap iron.
 Scrap iron to be sold at the market value.

Number of Man Hours:		(Men)	(Hrs)
	Rigger	1	40
	Labor	20	80
	Explosive Engineer and 2 powder men	3	24
	Carpenter	1	8
	Labor for burning	2	16
		<u>27</u>	<u>168</u>

Cost of Equipment:	Air compressor with air hose comp. at \$2.00 per hr., 8 hrs.	\$16.00
	12 One-man saws at 50¢ ea per day for 3 days	18.00
	12 Wrecking bars at 25¢ ea per day for 5 days	15.00
	6 Shovels at 25¢ ea per day for 5 days	7.50
		<u>\$56.50</u>

Cost of Supplies:	Gas and oil	2.50
	Explosives	12.00
	Crank case oil - 100 gallons	2.00
		<u>\$16.50</u>

Time required for wrecking 3 days
 " " " burning 2 "
 Total ..5 days

Estimated salvage value \$30.00

35. NAME UNKNOWN:

Chart 4-7

Location: Brooklyn Basin (Oakland)
 Owner: Unknown
 Description: Wood hull, approximate length 150 feet,
 beam 37 feet, burned to water's edge and
 resting on mud.

Method of
Removal:

To be dynamited in sections - sections to
 be hauled up on beach by wrecking gang with
 capstan. Allowed to dry for a reasonable
 period of time - saturated with 100 gallons
 of crank case oil and burned for scrap iron.
 Scrap iron to be sold at the market value.

Number of
Man Hours:

	(Men)	(Hrs)
Rigger	1	40
Labor	20	80
Explosive Engineer and 2 powder men	3	24
Carpenter	1	8
Labor for burning	2	32
	<u>27</u>	<u>184</u>

Cost of
Equipment:

Air compressor with air hose complete at \$2.00 per hr., 8 hrs.	\$16.00
12 One-man saws at 50¢ ea per day, 3 days	18.00
12 Wrecking bars at 25¢ ea per day 5 days	15.00
6 Shovels at 25¢ ea per day, 5 days	7.50
	<u>\$56.50</u>

Cost of
Supplies:

Gas and oil	2.50
Explosives	12.00
Crank case oil, 100 gallons	2.00
	<u>\$16.50</u>

Time required for wrecking 4 days
 " " " burning 2 "
 Total....6 days

Estimated salvage value \$75.00

36. NAME UNKNOWN:

Chart 4-7

Location: Brooklyn Basin (Oakland)
 Owner: Unknown
 Description: Wooden hull, approximate length 70 feet,
 beam 15 feet, burned to water's edge,
 resting on mud.

Method of Removal: To be dynamited in sections - sections to be hauled up on beach by wrecking gang with capstan. Allowed to dry for a reasonable period of time - saturated with 100 gallons of crank case oil and burned for scrap iron. Scrap iron to be sold at the market value.

Number of Man Hours:	(Men)	(Hrs)
Rigger	1	40
Labor	20	80
Explosive Engineer and 2 powder men	3	24
Carpenter	1	8
Labor for burning	2	32
	<u>27</u>	<u>184</u>

Cost of Equipment:	Air compressor with air hose comp. at \$2.00 per hr., 8 hrs.	\$16.00
	12 One-man saws at 50¢ ea per day, for 3 days	18.00
	12 Wrecking bars at 25¢ ea per day for 5 days	15.00
	6 Shovels at 25¢ ea per day for 5 days	7.50
		<u>\$56.50</u>

Cost of Supplies:	Gas and oil	2.50
	Explosives	12.00
	Crank case oil - 100 gallons	2.00
		<u>\$16.50</u>

Time required for wrecking 2 days
 " " " burning 2 days
 Total ... 4 days

Estimated salvage value \$30.00

37. NAME UNKNOWN:

Chart 4-7

Location: Brooklyn Basin (Oakland)
 Owner: Unknown
 Description: Wood hull, length 70 feet, beam 15 feet,
 burned to water's edge and resting on mud.

Method of Removal: To be dynamited in sections - sections to be hauled up on beach by wrecking gang with capstan. Allowed to dry for a reasonable period of time - saturated with 100 gallons of crank case oil and burned for scrap iron. Scrap iron to be sold at the market value.

Number of Man Hours:		(Men)	(Hrs)
	Rigger	1	40
	Labor	20	80
	Explosive Engineer and 2 powder men	3	24
	Carpenter	1	8
	Labor for burning	2	32
		<u>27</u>	<u>184</u>

Cost of Equipment:	Air compressor with air hose comp. at \$2.00 per hr. 8 hrs.	\$16.00
	12 One-man saws at 50¢ ea per day for 3 days	18.00
	12 Wrecking bars at 25¢ ea per day for 5 days	15.00
	6 Shovels at 25¢ ea per day for 5 days	7.50
		<u>\$56.50</u>

Cost of Supplies:	Gas and oil	\$ 2.50
	Explosives	12.00
	Crank case oil, 100 gallons	2.00
		<u>\$16.50</u>

Time required for wrecking 2 days
 " " " burning 2 days
 Total.. 4 days

Estimated salvage value \$30.00

ALASKA PACKERS

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CITY OF ALAMEDA

- 60
- | | | |
|----|-------------------|-----------|
| 1. | STAR OF SHETLAND: | Chart 4-7 |
| 2. | STAR OF ZEALAND: | Chart 4-7 |
| 4. | STAR OF HOLLAND: | Chart 4-7 |
| 5. | STAR OF LAPLAND: | Chart 4-7 |

Location: Alaska Packers Basin, Alameda
Owner: (The Trans-Pacific Corporation)
Japanese Government.

The Trans-Pacific Corporation has just purchased these vessels from the Alaska Packers Association, and expect to remove them within the next 90 days.

- | | | |
|----|------------------|-----------|
| 3. | STAR OF FINLAND: | Chart 4-7 |
|----|------------------|-----------|

Location: Alaska Packers Basin, Alameda
Owner: Alaska Packers

Method of
Removal:

Mr. Tichenor of Alaska Packers advised that his company is anxious to dispose of this vessel but felt that it is too valuable to relinquish title to the city. It will therefore be impossible to handle with SERA labor. The Alaska Packers are at present considering a proposition from a private organization whereby this vessel will be wrecked for scrap value in the near future.

1. BROOKDALE:

Chart 4-7

Location: Bethlehem Shipbuilding Corporation Yards.
Owner: McCormick Steamship Co., San Francisco.
Description: Steamship - approx. 250 feet long, 50 feet beam.

Owners advise that this vessel is temporarily laid up pending sale. A watchman is being maintained.

2. SVEA:

Chart 4-7

Location: Bethlehem Shipbuilding Corporation Yards.
Owner: Wilson Bros. & Co., San Francisco.

Owners advise that this vessel is laid up temporarily. A Watchman is being maintained.

3. GOLDEN WAY FERRY:

Chart 4-7

Location: Bethlehem Shipbuilding Corporation Yards.
Owner: Southern Pacific Golden Gate Ferries, Ltd., San Francisco.

Owners advise that this vessel is laid up temporarily. A watchman is being maintained.

4. ADMIRAL DEWEY:

Chart 4-7

5. Admiral Fiske:

Chart 4-7

Location: Bethlehem Shipbuilding Corporation Yards.
Owner: (The Trans-Pacific Corporation) Japanese Government.

It is understood that these two vessels will be removed within 90 days.

6. ADMIRAL PEOPLES:

Chart 4-7

Location: Bethlehem Shipbuilding Corporation Yards.
Owner: Pacific Steamship Co., 311 California St., San Francisco.

This vessel has been out of service for a number of years. Upkeep is, however, being properly maintained. It is believed that the owners should be urged to make early disposition.

7. ADMIRAL FARRAGUT:
8. ADMIRAL SEBREE:
8A. ADMIRAL SCHLEY:

Chart 4-7
Chart 4-7
Chart 4-7

Location: Bethlehem Shipbuilding Corporation Yard
Owner: The Trans-Pacific Corporation (Japanese Gov't)

It is understood that these vessels will
be removed within 90 days.

9. CARLOS DONOVAN:

Chart 4-7

Location: Bethlehem Shipbuilding Corporation Yard.
Owner: Donovan Lumber Co., 260 California Street,
San Francisco
Description: Steam Schooner, approx. length 200 feet,
beam 50 feet.

Mr. O'Connor of the Donovan Lumber Company
has advised that this vessel is temporarily
laid up. They expect to put it into com-
mission in the near future.

10. MADRONA:

Chart 4-7

Location: Bethlehem Shipbuilding Corporation Yard
Owner: M. Levin
Description: Steam schooner, length 200 ft. beam 45 ft.
This steamer is for sale. A watchman is being
maintained. It is moored on Bethlehem Ship-
building property; therefore, no action can
be taken.

11. KATHERINE DONOVAN:
12. WILLIAM DONOVAN:

Chart 4-7
Chart 4-7

Location: Bethlehem Shipbuilding Corporation Yard.
Owner: Donovan Lumber Company, 260 California Street
San Francisco.
Description: Steam Schooners, approx. length 200 feet,
beam 50 feet.

Mr. O'Connor of the Donovan Lumber Company has
advised that these vessels have been temporarily
laid up. They expect to put them back into
commission in the near future.

13.

WYADDA:

Chart 4-7

Location: Bethlehem Shipbuilding Yards
Owner: Henry C. Peterson Tug & Barge Company
Description: Tug. Moored on Bethlehem Shipbuilding Corporation property. A watchman is being maintained; so legal action cannot be taken.

14.

CHIEF:

Chart 4-7

Location: Bethlehem Shipbuilding Yards
Owner: Former owner Peterson Tug & Barge Co

It has been sold and removed to Crowley Launch Company's yards.

24

WHITNEY OLSEN:
15. GEORGE OLSEN:)
16. FLORENCE OLSEN:)

No on chart.
Chart 4-7

Location: Lying off Bethlehem Shipbuilding Corp. Yds.
Owner: Oliver J. Olsen, San Francisco
Description: Lumber steamers.

Method of
Removal:

Mr. Olsen advises that these boats have been laid up for several years, and will probably be out of service for some time. Proper upkeep and watchman service is being maintained. He is very anxious to sell these boats and offers are being made to enable him to do so through private firms. It is recommended that Mr. Olsen be given every co-operation in disposing of boats as soon as possible. No legal steps can be taken.

17. KING NO. 2

Chart 4-7

Location: Bethlehem Shipbuilding Yards
Owner: King Coal Company
Description: Barge about 40 ft. x 20' beam. Owners
advise that this vessel is laid up temporarily.

18. GLEANER:

Chart 4-7

Location: Bethlehem Shipbuilding Yards
Owner: Anglo-California Bank, San Francisco
Description: This vessel is for sale.

19. STORM KING:

Chart 4-7

Location: Bethlehem Shipbuilding Yards
Owner: Anglo-California Bank, San Francisco
Description: This tug is for sale.

24

20. RIGGER KING NO. 7
21. RIGGER KING NO. 1

Chart 4-7
Chart 4-7

Location: Bethlehem Shipbuilding Corporation Yard
Owner: King Coal Company
Description: Length 280 feet, beam 50 feet

Owners advise that these vessels are laid up temporarily. Watchmen are being maintained.

22. MOUNT BAKER:

Chart 4-7

Location: Bethlehem Shipyards Basin
Owner: Red Salmon Canning Company
Description: Temporary layup

23. HYADES:

Chart 4-7

Location: Bethlehem Shipyard Basin
Owner: Red Salmon Canning Company
Description: Seasonal layup

24. COSTA RICA:

Chart 4-7

Location: Bethlehem Shipyard Basin
Owner: Union Fish Company
Description: Seasonal layup

25. PERALTA:

Chart 4-7

Location: Bethlehem Shipyard Basin
Owner: Union Fish Company
Description: Seasonal layup

26. MARY DOLLAR:

Chart 4-7

Location: Bethlehem Shipbuilding Corporation Yard
Owner: Captain Charles A. Watts
Description: Square Rigged sailing vessel, approx. length
300 feet, beam 50 feet.

Captain Watts advises that he will take this vessel out as soon as he can get clear. The Phoenix, No. 28, is sunk just astern of this vessel blocking off entrance to the channel.

27.

CETHANA:

Chart 4-7

Location: Bethlehem Shipyard Basin
Owner: MacDonald Woodyard, Alameda.
Description: Wood hull.

Method of
Removal:

Mr MacDonald advises that this ship is being wrecked for scrap wood as rapidly as possible. Hull below water line to be towed to flats off San Francisco and burned. He assures us that wreck will be entirely removed within the period of not greater than nine months. It is recommended that Mr. MacDonald be required to post bond in the amount of \$1,000.00 guaranteeing this will be done within a ten month period from date of notice. (See letter on Page

28. PHOENIX:

Location: Bethlehem Shipbuilding Basin
 Owner: Unknown
 Description: Steamer, Two-thirds submerged, length
 100 ft., 25 ft. beam

Method of
Removal:

Secure bow by line to the beach - place two 30 ft. barges on each side of the bow. Place chain under keel of the ship at bow - securing each end to a 12"x12"x40' ft. oak timber, supported on the barges by horse jacks. Send diver down to place chain under the propeller shaft, between screw and tail shaft housing. Chain to be secured as at the bow to 12"x12"x40' ft. oak timber, mounted on horse jacks on 60 ft. barges. This operation to be completed at low tide with horse jack screwed down. At high tide set up horse jack fore and aft to the fullest limit. Hull pulled in by gas winch as far as possible until vessel grounds. Lower horse jack to lowest limit fore and aft. Take in all slack on both chains at low tide. Throughout operation of raising, a 4" centrifugal pump to be used to empty inside of hull. When beached all scrap iron and metal will be removed. Hull and superstructure above low tide to be wrecked with wrecking bars and saws - lower hull to be dynamited in sections - sections to be pulled on the beach by winch and left to dry for a reasonable period of time - then to be saturated with coal oil and burned for scrap iron. Scrap iron to be sold at market value.

Number of Men - Hours:		(Men)	(Hrs)
	Gas Engineer	1	64
	Hoist man	1	64
	Foreman	1	88
	Laborers	20	1600
	Gas Engineer for pump	1	32
	Carpenter	1	40
	Diver and assistant	2	16
	Explosive engineer and 2 powder men	3	24
	Labor for burning	2	32
		<u>32</u>	<u>1960</u>

28. PHOENIX: (Continued)

Cost of Equipment:	Gas winch 50¢ per hr for for 40 hrs	20.00
	Air compressor with air hose complete \$10 for 2 days	20.00
	Centrifugal pump 40¢ per hr 24 hrs	9.60
	Diving outfit	30.00
	1 Tug boat \$25 for 2 days	50.00
	10 One-man saws 50¢ ea for 3 days	9.00
	2 12x12x40 ft. oak timber	1.20
	4 Horse jacks	16.00
	1 Doz. pr. rubber boots 25¢ per pr.	3.00
	2 Life boats \$1.00 per day	12.00
	100 ft. 1" Plow steel cable	2.00
		<u>\$187.80</u>
	4-60 ft. barges \$10 ea day, 2 days	80.00
		<u>\$267.80</u>
Cost of Supplies:	Gasoline and oil	45.00
	Explosives	23.68
	Crank case oil -100 gallons	2.00
		<u>\$70.68</u>

Time required for wrecking	12 days
" " burning	2 "
Total	14 days

Estimated salvage value \$250.00

29. FRED BAXTER:

Chart 9-7

Location: Lying in Bethlehem Shipyard Basin - not on their property.
Owner: John Kniffen, 1939 24th Avenue, Oakland
Description: Wooden hull, afloat

Method of
Removal:

Mr. Kniffen assures us that he intends immediately to contract with a woodyard to totally wreck this vessel. Also assures it will be entirely removed within six months. It is recommended that Mr. Kniffen or the parties contracting the vessel be required to post bond in the amount of \$1,000, guaranteeing to completely remove the boat within the period not to exceed ten months from date of legal notice.

WEST END OF INNER HARBOR

PAGES 83 and 83-A

CITY OF ALAMEDA

4. SANTA BARBARA
5. ANNIE HANIFY
6. RYDER HANIFY
7. WELLSLEY

Chart 5-7
Chart 5-7
Chart 5-7
Chart 5-7

Location: West end of Middle Harbor
Owner: J.R. Hanify Co 24 Market St San Francisco.

Mr. Reed of the J.R. Hanify Co advises these boats are laid up temporarily-that watchman service is being maintained and they will be going to sea very shortly.

8. FRANK LYNCH

Chart 5-7

Location:
Owner: West end of Middle Harbor
Capt. Lynch - adress unknown.

To date we have been unable to contract Capt. Lynch and therefore cannot definitely report as to his intentions.

11. IDAHO.
12. OREGAN

Chart 5-7

Chart 5-7

Location: West end of Middle Harbor
Owner: Wilson Bros & Russ Bldg San Francisco.

Mr. Wilson advises these boats are laid up temporarily - that watchman service is being maintained and they will be going to sea very shortly.

13. COQUINA
15. CORRALES.

Chart 5-7

Chart 5-7

Location: West end of Middle Harbor
Owner: Pillsbury & Curtis - 310 Sansome St San Francisco.

We are advised from Pillsbury & Curtis that these boats are laid up temporarily - that watchman service is being maintained and they will be going to sea very shortly.

16. W.R. CHAMBERLINE JR.

Chart 5-7

Location: West end of Middle Harbor
Owner: W.R. Chamberline - 8 Fife Bldg 1 Drumm St SF.

Mr. Chamberline advises us that this boat is laid up temporarily - that watchman service is being maintained and will be going to sea shortly.

sequence of numbers not clear here for following page - S None

21. TUG RELIEF:

Location: Tidal Canal - on Alameda side,
lies alongside Annie M. Ried.
Owner: Anglo-California Bank
Description: Tug.

Method of
Removal:

This vessel was wrecked but later reconditioned, though not put back in service. The Bank is very anxious to dispose of it but feels it is too valuable to relinquish title to. As it faces their property there are no legal grounds for action and it cannot be strictly considered a derelict.

22. ANNIE M. RIED:

Location: Tidal Canal - on Alameda side
Owner: Anglo-California Bank
Description: Steel hull - square rigger, 3-masted ship.

Method of
Removal:

Has been out of commission for a considerable period of time, although a watchman is still maintained aboard. The bank is very anxious to dispose of her. They are endeavoring to do so through a private party. The vessel lies upon their own property and is being properly maintained. There are no grounds upon which the city can take action.

BAY FARM ISLAND

PAGE 84

CITY OF ALAMEDA

21. TUG RELIEF:

Location: Tidal Canal - on Alameda side,
lies alongside Annie M. Ried.
Owner: Anglo-California Bank
Description: Tug.

Method of
Removal:

This vessel was wrecked but later reconditioned, though not put back in service. The Bank is very anxious to dispose of it but feels it is too valuable to relinquish title to. As it faces their property there are no legal grounds for action and it cannot be strictly considered a derelict.

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Owner: Anglo-California Bank
Description: Steel hull - square rigger, 3-masted ship.

Method of
Removal:

Has been out of commission for a considerable period of time, although a watchman is still maintained aboard. The bank is very anxious to dispose of her. They are endeavoring to do so through a private party. The vessel lies upon their own property and is being properly maintained. There are no grounds upon which the city can take action.

BAY FARM ISLAND:

Chart 6-7

NO NAME NO NUMBER

308	320
276	330
8	14
332	279
313	

Location: .. Bay Farm Island
Owner: Alameda City Land Company
Description: Destroyers:

Method of
Removal: Above destroyers were purchased to be used as a breakwater to prevent the flooding of that end of Bay Farm Island. Title to the boats is vested in the Alameda City Land Company and they do not wish to relinquish same. They are, however, agreeable to having the boats cut off to within four feet of mean high tide providing the decks are not cut and that they receive the sum of \$1.00 per gross ton for all steel so removed. Tentative arrangements have been made with Learner & Rosenthal of Oakland to do this work upon the same terms as that to be done at the Alameda Yacht Harbor.

ALAMEDA YACHT HARBOR

PAGE 85.

CITY OF ALAMEDA

7-7
85

ALAMEDA YACHT HARBOR.

HENSHAW:
WOOD #317
FARRAGUT:
McLANEY:
NO. 5 (No Name):
PAUL HAMILTON:
DAVID DOLLAR:
NO NAME (No Number):

RENO:
NO NAME:
KENNEDY:
NO. 319 (No Name):
No. 112 (No Name):
No. 301 (No Name):
NO NAME:
KATE PETERSON:

Location: Alameda Yacht Harbor - West end of Alameda
Owner: Curtis Wright Airplane Corporation.
Description: Steel hulls.

Method of
Removal:

The boats were purchased for a breakwater for the Alameda Yacht Harbor. The owners are unwilling to have them removed. They are, however, willing that they should be cut down to within four feet of mean high tide providing the decks are not cut and that they receive the sum of \$1.00 per gross ton for all steel so removed. Since title to the boats will be vested in a private corporation it will be impossible for us to use SERA labor for cutting the vessels.

It is recommended that negotiations be entered into with the Curtis Wright Airplane Corporation to the end that they waive their demand for one dollar per ton for scrap iron; as this scrap is galvanized steel and has virtually no market value. It maybe necessary to bring external pressure to bear upon this firm to force them to this viewpoint.

CORRESPONDENCE

PAGES 86 to 90

Main Office
First and Jackson Streets,
Telephones
encourt 3000 and 2998

S.P. Spur
First and Jackson Streets
W.P. Spur
Foot of Adeline Street.

LEARNER & ROSENTHAL.

36

October 12th, 1934.

Att. Lt. Raeburn P. Powell
Salvage Engineer in
charge U.S.A. Derelict
Survey.

Port of Oakland
Board of Port Commissioners
Grove Street Pier
Oakland, California.

Gentlemen:

We hereby submit to you our proposal to purchase the scrap steel from the two hulls at the outer harbor, one hull in the middle harbor and one hull off Government Island, for the sum of \$2.00 per gross ton net to the Port of Oakland.

It is understood that the Port of Oakland agrees to beach these hulls where they may be cut up. The scrap steel being the property of the Port of Oakland until it is actually loaded on cars, trucks or barges. Awaiting an early reply, we beg to remain

Yours very truly

LEARNER & ROSENTHAL

By M. Learner.

M. Learner

C.E.H/c

U. C. FORTER
Machinery and mechanical supplies,
Boats and motor equipment.

87

San Francisco, Cal.

October 15, 1934.

Lieut. S. P. Powell,
Port of Oakland,
Port of Washington St.,
Oakland, Calif.

Dear Sir:

Referring to conversation regarding the U.S. "LARK" now
located at the Port of Government Island, beg to advise that we are
keeping this boat silent at all times, and if necessary, can arrange to
move her at any time on reasonable notice.

Further, if you wish to use this boat as headquarters for
cleaning up the waterfront, it will be a pleasure for you to do so,
without any charge from us, if you so desire. That in event we sell
the boat you would make other arrangements. Further, it is agreed,
that we shall be under no obligation for damage in case of injury to you or
any of your men. Further, that there shall be no interference with our work
in dismantling the ship.

To assist you the we are glad to cooperate with the Ports of
Oakland and Alameda, Calif.

Very truly yours,

U. C. Forter

U. C. FORTER

U. C. FORTER

Alameda, California.

Oakland Harbor Commission:

Have been asked as to length of time it will take to finish wrecking motorship Cethana. It is my expectation to be done and cleaned out ten months from date.

Willing to cooperate in any way that the Commission sees fit.

L.E. McDONALD

1221 Eagle Ave.,

Alameda.

COPY

*Copied
from
blurred
carbon*

AMERICAN OVERSEAS SERVICE
Bridging and Harbor Improvements.
205 California Street,

SAN FRANCISCO 18 October 1934.

Mr. H.S. Howell,
Port of Oakland,
999 Broadway, Alameda,
Oakland, California.

Dear Sir:

Confirming our telephone conversation of this morning
please be advised that this Company has relinquished all
rights to the hull of the motor launch "Tanager" now beached at
Government Island, Oakland Harbor, and has abandoned the case.

Very truly

H.S. HOWELL

H.S. Howell,
Secretary.

WHL:GMB

VOEGTLY & WHITE

OAKLAND, CALIF.

DECEMBER 17, 1934.

Port of Oakland
Ft of Washington St.,
Oakland, California.

Attention: Lieut Raeburn Powell.

Gentlemen:

We have communicated with our principals in the matter of the scrap iron and learn that on basis of present market you can receive \$6.00 per ton providing same is cut 2' x 2' x 15' maximum and placed in location where it can be loaded on truck.

*As you know the market fluctuates and in consequence please do not consider this as a firm offering.

Yours very truly,
Voegtly and White
Per. (Harry A. White)

HAW

S.

December 18, 1934.

Gentlemen:

C Through a conversation with Mr. Powell I understand that you are in a position sometime in April 1935 to deliver plate scrap and miscellaneous scrap.

For this material, we are in the market. At the present time we are paying \$7.00 for plate scrap and \$5.00 for miscellaneous scrap per gross ton. We pay these prices at the present time.

While you cannot deliver before next April, we hold it open to fluctuation on the market, up and down, but we would appreciate it if you would give us a fair chance on this business.

We would appreciate a reply as to what possibilities we have in purchasing this material so that we can make arrangements in due time as to how we can ship this material.

Hoping to hear from you in due time, I am,

Very truly yours,

FRED HERRMAN

732 - 2d Str.

SHIPOWNERS & MERCHANTS TOWBOAT CO LTD.

San Francisco California
Oct 29 1934.

Mr. Raeburn P. Powell
Port of Oakland
Grove Street
Oakland California.

Dear Sir:

Your letter of the 26 inst. duly received.

Regarding release for any vessel we may have parked on Government Island we herewith grant you this release not including concrete barge Captain Boots.

We will rent you Navy Lighter now at our yard for \$2.50 per day proving same is not disposed of in the meantime.

We will charter diesel tug Helen Hanlon for \$325.00 per month.

We cannot advise you as to the ownership of the Ferryboat El Capitán. The last owner was the one that dismantled her.

Yours very truly

(Signed) Thomas Crowley